

CONSTRUCTION PLANS FOR DECATUR AIRPORT DECATUR, MACON COUNTY, ILLINOIS

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAYS A AND C

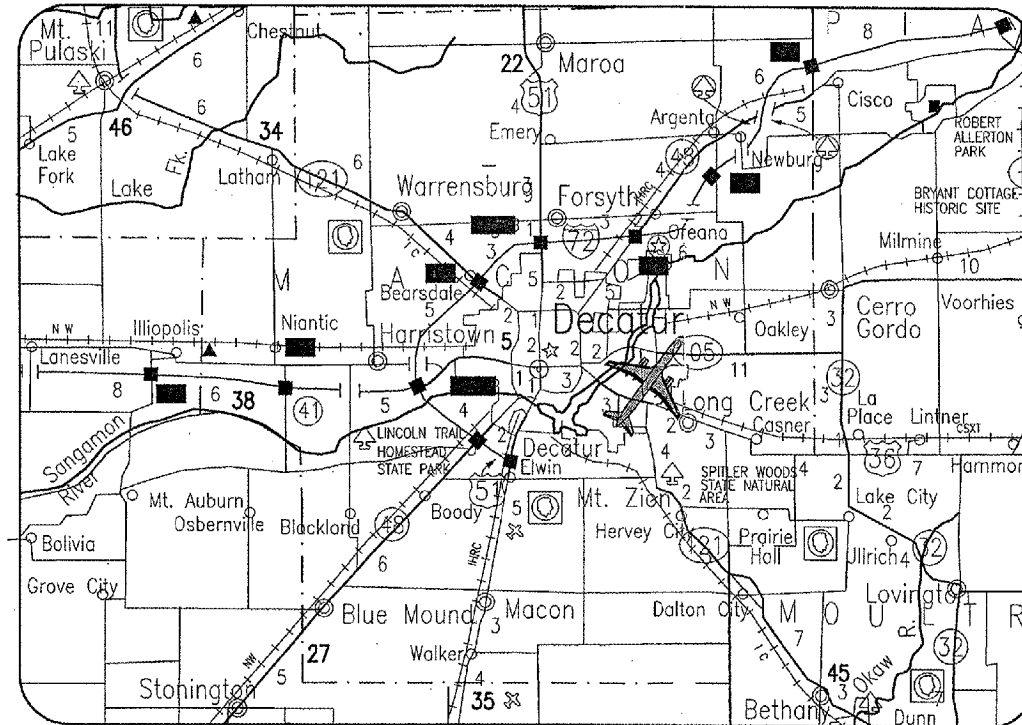
SCOPE OF WORK

THIS PROJECT CONSISTS OF THE FOLLOWING:

RECONSTRUCTION OF 800 FEET x 150 FEET OF BITUMINOUS PAVEMENT ON RUNWAY 6-24,
RECONSTRUCTION OF 425 FEET x 50 FEET OF BITUMINOUS PAVEMENT ON TAXIWAY "A", AND
RECONSTRUCTION OF 760 FEET x 50 FEET OF BITUMINOUS PAVEMENT ON TAXIWAY "C"

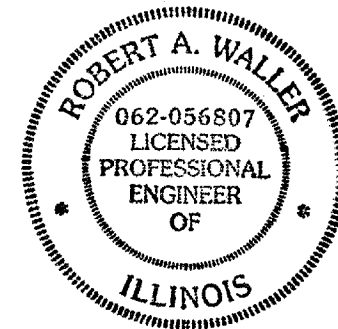
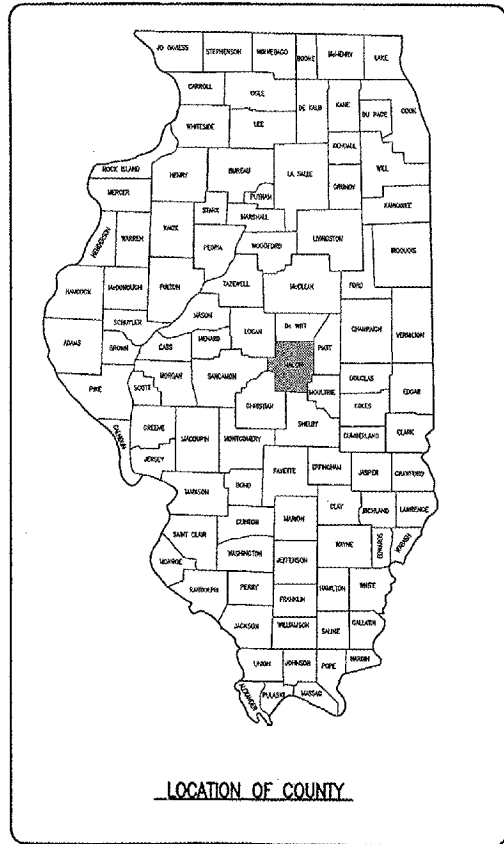
ADDING A TAXIWAY GUIDANCE SIGN, AND MODIFICATION OF EXISTING TAXIWAY GUIDANCE
SIGNS ON TAXIWAYS "B" AND "C".

RUNWAY PAVEMENT GROOVING ON CONCRETE AND BITUMINOUS SURFACES.



LOCATION

ILL. PROJ.: DEC-3667
 A.I.P. PROJ.: 3-17-0033-30
 LATITUDE: 39° 50' 05"
 LONGITUDE: 88° 51' 59"
 ELEVATION: 682.0' M.S.L.
 DATE: DEC. 15, 2006



PLANS PREPARED BY:

HANSON
 Hanson Professional Services Inc.
 DESIGN ENGINEER

Submitted by: *[Signature]* ENG'R
 Date Submitted: 12/15/06
 Lics. Exp. Date: NOVEMBER 30, 2007

DECATUR AIRPORT
 DECATUR PARK DISTRICT
 DECATUR, ILLINOIS

Approved: *[Signature]* AIRPORT DIRECTOR
 Date: 6 March 2007

DATE	REVISION	BY

ILL. Project No.	802-07RWY	LAYOUT	CCC	12/15/06
Filename	R-001COV.DWG	DRAWN	CCC	12/15/06
Scale	N/A	REVIEWED	RAW	12/15/06
Date	12/15/06			

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A, AND C

COVER SHEET

MAR 05, 2007 2:10 PM RAW
 I:\AIRPORTS\DECATUR\802-07RWY\AIRPORT\SHEETS\R-001COV.DWG - SHEET 1


SUMMARY OF QUANTITIES

ITEM No.	DESCRIPTION	UNIT	QUANTITIES	AS-BUILT QTYS.
AR125470	MODIFY EXISTING SIGN PANEL	EACH	14	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	1,000	
AR401610	BITUMINOUS SURFACE COURSE	TON	4,743	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401640	BITUMINOUS PAVEMENT GROOVING	S.Y.	11,603	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	20,620	
AR501540	PCC PAVEMENT GROOVING	S.Y.	1,625	
AR603510	BITUMINOUS TACK COAT	GAL.	6,187	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	13,824	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	3,790	
AR800401	ADD 1 MODULE WITH SIGN BASE EXTENSION	E.A.	5	
AR800501	OFF PEAK CONSTRUCTION	L.S.	1	

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5	PROPOSED HAUL ROUTE
6	RWY 6-24 RECONSTRUCTION: PROPOSED CONSTRUCTION PLAN
7	RWY 6-24 RECONSTRUCTION: EXISTING & PROPOSED TYPICAL SECTIONS
8	RWY 6-24 RECONSTRUCTION: PROPOSED PLAN & PROFILE - STA. 375+50 TO 383+53.24
9	RWY 6-24 RECONSTRUCTION: PROPOSED MARKING & GROOVING PLAN
10	RWY 6-24 RECONSTRUCTION: PROPOSED CROSS-SECTIONS - STA. 375+00 TO STA 376+50
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16	TXY A & C RECONSTRUCTION: EXISTING & PROPOSED TYPICAL SECTIONS
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Project No.	802-07RWY
File Name	R-002FLP.DWG
Scale	N/A
Date	12/01/06
LAYOUT	CCC 12/01/06
DRAWN	CCC 12/01/06
REVIEWED	WJM/RAW 12/15/06



Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

RECONSTRUCT A
PORTION OF RUNWAY
6/24, TAXIWAY A AND C
SUMMARY OF QUANTITIES,
INDEX TO SHEETS

DATE	REVISION	BY



DECATUR, ILLINOIS
A.I.P. PROJ.: 3-17-0033-30
IL PROJ.: DEC-3667

SCOPE OF WORK

THIS PROJECT CONSISTS OF THE FOLLOWING:

RECONSTRUCTION OF 800 FEET x 150 FEET OF BITUMINOUS PAVEMENT ON RUNWAY 6-24, RECONSTRUCTION OF 425 FEET x 50 FEET OF BITUMINOUS PAVEMENT ON TAXIWAY "A", AND RECONSTRUCTION OF 760 FEET x 50 FEET OF BITUMINOUS PAVEMENT ON TAXIWAY "C"

ADDING A TAXIWAY GUIDANCE SIGN, AND MODIFICATION OF EXISTING TAXIWAY GUIDANCE SIGNS ON TAXIWAYS "B" AND "C".

RUNWAY PAVEMENT GROOVING ON CONCRETE AND BITUMINOUS SURFACES.

PROPOSED SAFETY PLAN

ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF THE RUNWAY CENTERLINE, THE RUNWAY WILL BE CLOSED. THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO REOPENING THE RUNWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE DECATUR AIRPORT IS TOWER CONTROLLED FROM 6 A.M. TO 10 P.M. AND IS COMPRISED OF THREE (3) RUNWAYS. THE PROPOSED CONSTRUCTION WILL EFFECT RUNWAY 6-24 AND 18-36. THE SAFETY PLAN AS OUTLINED HERE AND IN THE SPECIAL PROVISIONS WILL MAXIMIZE SAFETY AND ALLOW MINIMUM RUNWAY CLOSURE TIME.

THE CLOSURE OF A RUNWAY WILL REQUIRE THE FOLLOWING:

- 1) PROVIDING THE SPECIFIED ADVANCE NOTIFICATION TO THE AIRPORT DIRECTOR.
- 2) CONFIRMING THE ISSUANCE OF THE NOTAM WITH AIRPORT DIRECTOR AND CONTROL TOWER PRIOR TO STARTING THE ACTUAL CLOSURE.
- 3) PLACING THE 10 FT. X 60 FT. CROSSES OR PORTABLE RUNWAY CLOSURE MARKERS PROVIDED BY THE AIRPORT AT THE RUNWAY END OR ON THE NUMBERS AS THE SITUATIONS DICTATES.
- 4) MAINTENANCE OF THE CROSSES DURING THE CLOSING PERIOD.

RADIO CONTROL:

THE CONTRACTOR WILL BE REQUIRED TO HAVE A TWO-WAY RADIO, CAPABLE OF BEING IN CONTACT WITH THE CONTROL TOWER, GROUND CONTROL CHANNEL (121.75 MHZ). THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE CONTROL TOWER, THUS KEEPING THE CONTROL TOWER INFORMED ON HIS CONSTRUCTION ACTIVITIES AND ENABLE THE CONTROL TOWER TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE SOME ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

BARRICADES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND BARRIERS AT THE LOCATIONS SHOWN ON THIS SHEET AND THE TEMPORARY BARRIER SHEET IN THE PLANS.

THE BARRICADES WILL BE I.D.O.T. TYPE 1, EQUIPPED WITH RED CONTINUOUS OR FLASHING LIGHTS AND EXTENDED 18 INCH SQUARE ORANGE FLAG.

PAYMENT FOR BARRICADES, THEIR PLACEMENT AND REMOVALS AS RUNWAYS AND TAXIWAYS ARE OPENED AND CLOSED, MAINTENANCE, AND REPAIRS WILL BE MADE BY ITEM: AR150530 "TRAFFIC MAINTENANCE" - PER LUMP SUM.

HAUL ROUTE AND EQUIPMENT PARKING

SEE SHEET 5 FOR DETAILS.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRACTOR AND TRAILER.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA AS SHOWN ON THIS SHEET. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREAS. ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR WILL FURNISH ALL OF HIS EMPLOYEES WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THEM AS BEING PART OF THE CONSTRUCTION CREW.

WHEN THE CONTRACTOR'S VEHICLES ARE ON THE AIRPORT SITE THEY SHALL BE PROPERLY MARKED. THE MARKING SHALL CONSIST OF A THREE (3') FOOT SQUARE FLAG CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE (1') FOOT ON EACH SIDE DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.

BENCHMARK DATA

NO.	DESCRIPTION	ELEV.
①	CB#36: CHISELED SQUARE ON CORNER OF CONCRETE FOUNDATION OF TAXIWAY SIGN	674.28
②	CB#40: CHISELED SQUARE ON SOUTH SIDE OF DROP INLET BETWEEN TXY "G" AND RWY 6/24	672.89
③	CB#12: CHISELED "X" ON NORTH RIM OF INLET, 80' LT OF RUNWAY 18/36	676.01
④	CHISELED "X" ON NORTH RIM OF GRATED INLET, 80' LT OF RUNWAY 18/36	675.52

CRITICAL POINT DATA

C.P. #1	
LATITUDE	39° 50' 03.0620"
LONGITUDE	88° 52' 28.1704"
ELEVATION	675.23

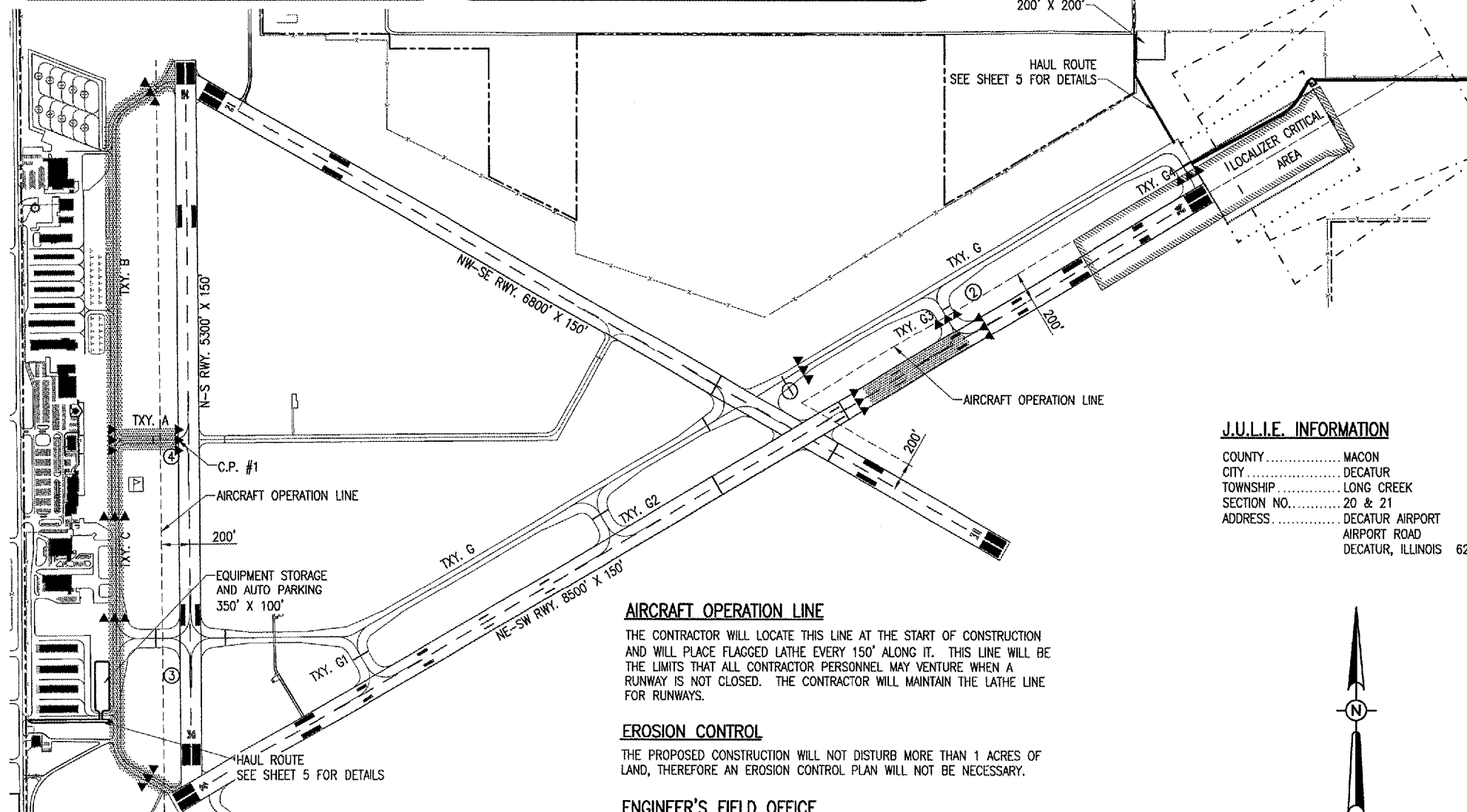
UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY WORK BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE.

THE CONTRACTOR SHALL COORDINATE WITH THE FAA AND AIRPORT STAFF TO LOCATE AIRFIELD UTILITIES NOT OWNED BY THE MUNICIPAL OR PRIVATE UTILITY COMPANIES.

CRITICAL AIRCRAFT DATA

RUNWAY	EXISTING	FUTURE	WING SPAN	APPROACH SPEEDS
18/36	C-II (FALCON 50)	C-II (FALCON 50)	49' - 79'	121 - 141 KNOTS
12/30	C-IV (757)	C-IV (757)	125'	
6/24	C-IV (757)	C-IV (757)		



MARKER NOTE

WHEN CLOSING A RUNWAY, MARKINGS WILL BE PLACED AT EACH END OF OF THE RUNWAY AS SHOWN ON THIS SHEET AND SECURED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. THE PROPOSED MARKINGS WILL BE PLACED EACH DAY THE RUNWAY WILL BE CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR PLACEMENT AND REMOVAL OF THE MARKINGS.

THE MARKINGS WILL BE DETAILED ON THIS SHEET AND BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE RESIDENT ENGINEER.

AS A SUBSTITUTE FOR THE FIELD CONSTRUCTED MARKERS, THE DECATUR AIRPORT WILL MAKE AVAILABLE TWO LIGHTED RUNWAY CLOSURE MARKERS FOR CLOSING OF A RUNWAY. THE MARKERS ARE MANUFACTURED BY AN FAA APPROVED SOURCE. THE MARKERS WILL BE PROVIDED TO THE CONTRACTOR AT NO COST, BUT PLACING THEM TO OPEN AND CLOSE A RUNWAY, AND MAINTAINING THEM WILL BE THE CONTRACTORS RESPONSIBILITY.

AT THE END OF THE PROJECT, THE CONTRACTOR WILL TURN OVER TO THE AIRPORT THE CLOSURE MARKERS. THE MARKERS WILL BE RETURNED IN THE SAME CONDITION AS THE CONTRACTOR RECEIVED THEM. ANY REPAIRS BY THE AIRPORT TO RESTORE THE MARKERS WILL BE PAID FOR BY THE CONTRACTOR.

THE COST OF PLACING, REMOVING AND MAINTAINING THE MARKERS WILL BE PAID FOR UNDER ITEM: AR150530 "TRAFFIC MAINTENANCE" - PER LUMP SUM.

AIRCRAFT OPERATION LINE

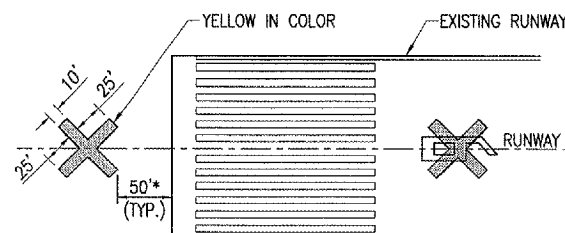
THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATHE EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATHE LINE FOR RUNWAYS.

EROSION CONTROL

THE PROPOSED CONSTRUCTION WILL NOT DISTURB MORE THAN 1 ACRES OF LAND, THEREFORE AN EROSION CONTROL PLAN WILL NOT BE NECESSARY.

ENGINEER'S FIELD OFFICE

THE EXACT LOCATION OF THE PROPOSED CONSTRUCTION TRAILER WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.



* UNLESS OTHERWISE NOTED
DETAIL OF RUNWAY CLOSURE MARKER
"NOT TO SCALE"

LEGEND

- EXISTING IMPROVEMENTS
- EXISTING BUILDING
- PROPOSED CONSTRUCTION IMPROVEMENTS
- PROPOSED EQUIPMENT/VEHICLE PARKING AREA & HAUL ROUTE
- EXISTING AIRPORT PROPERTY LINE
- BENCHMARK
- LIGHTED BARRICADES (PLACED WHEN REQUIRED)

DE067

DATE	REVISION	BY

DECATUR AIRPORT
DECATUR, ILLINOIS

A.I.P. PROJ.: 3-17-0033-30
L. PROJ.: DEC-3667

LAYOUT	CCC	12/01/06
DRAWN <td>CCC <td>12/01/06 </td></td>	CCC <td>12/01/06 </td>	12/01/06
REVIEWED <td>WJM/RAW <td>12/15/06 </td></td>	WJM/RAW <td>12/15/06 </td>	12/15/06

HANSON
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
PROPOSED SAFETY PLAN

MAR 16, 2007 1:36 PM RAW I:\AIRPORTS\DECATUR\802-07RWY\AIRPORT\SHEETS\8-0035AF.DWG - SAFETY

RUNWAY AND TAXIWAY CLOSING SCHEDULE

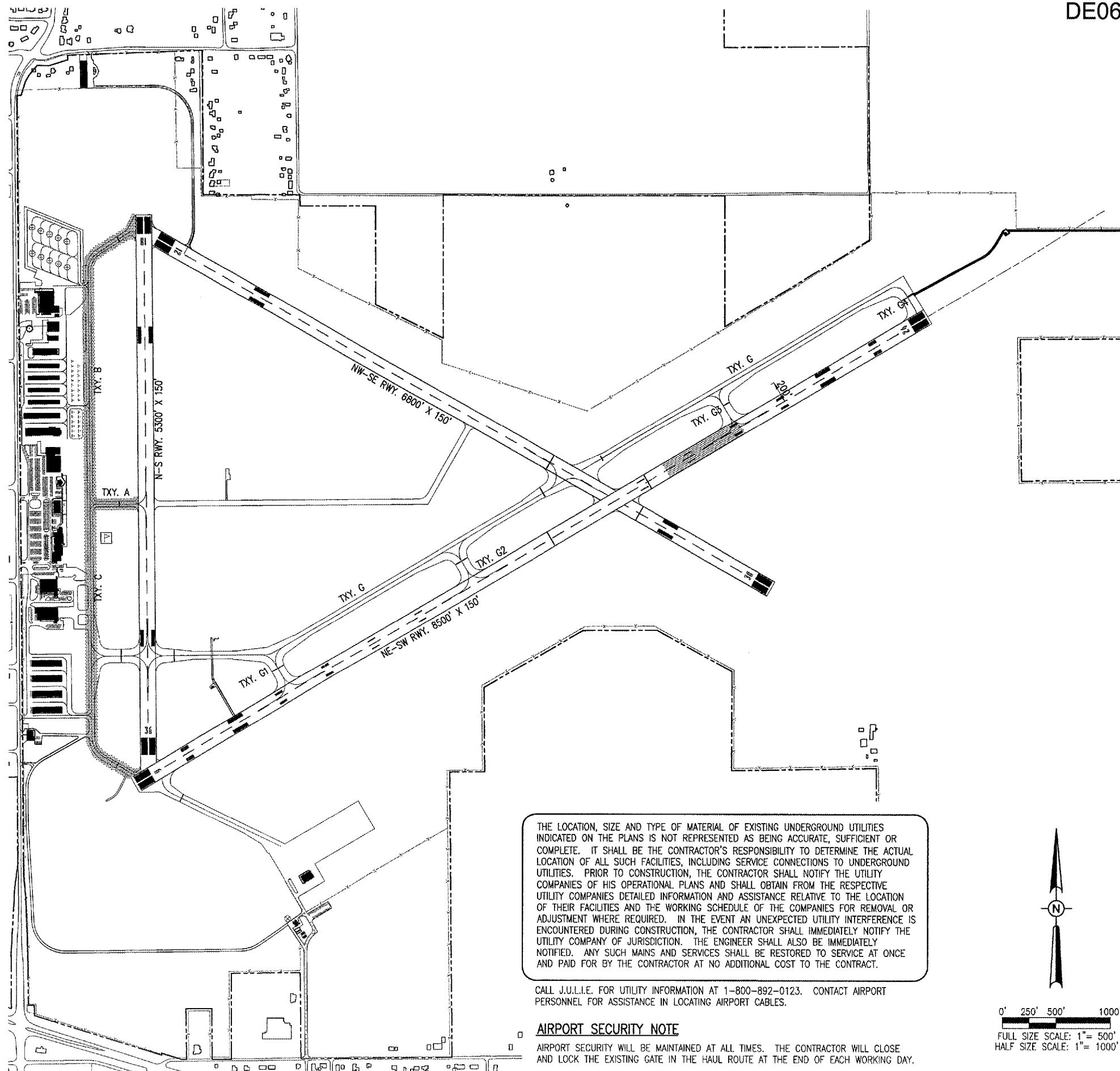
1. ANY TIME CONSTRUCTION WORK IS BEING DONE WITHIN 200 FEET OF A RUNWAY CENTERLINE OR 85 FEET OF A TAXIWAY CENTERLINE, THE RUNWAY/TAXIWAY WILL BE CLOSED FOR AIR OPERATIONS. CONSTRUCTION WORK INCLUDES THE PRESENCE OF VEHICLES, PERSONNEL, EXCAVATED HOLES, EARTH MOUNDS, PARKED EQUIPMENT, PAVEMENT DROP-OFFS EXCEEDING 3 INCHES, OR HAZARDS TO AIR TRAFFIC.
2. PRIOR NOTICE AND APPROVAL SCHEDULES BY THE AIRPORT DIRECTOR WILL BE REQUIRED PRIOR TO CLOSING A RUNWAY AND/OR TAXIWAY. RUNWAYS WILL BE CLOSED BY CROSSES PLACED OVER THE RUNWAY NUMERALS, AND TAXIWAY WILL BE CLOSED WITH LIGHTED AND FLAGGED BARRICADES.
3. RUNWAY 6-24 CAN NOT BE CLOSED DURING PERIODS OF INSTRUMENTS WEATHER CONDITIONS, VISIBILITY OF LESS THAN THREE MILES, OR WHEN THE ATC PERSONNEL DETERMINE CONDITIONS TO BE INSTRUMENT CONDITIONS.
4. THE TIME OF CLOSURE FOR RUNWAY 6-24 WILL BE KEPT TO A MINIMUM. THE ACTION REQUIRED TO OPEN A RUNWAY IS AS STATED ON THIS SHEET.
5. RUNWAY 6-24 CAN BE CLOSED WITH PRIOR SCHEDULE APPROVAL DURING THE FOLLOWING PERIODS:

DAY	CLOSURE TIME
MONDAY	MIDNIGHT - 9:00PM
TUESDAY	6:00AM - 9:00PM
WEDNESDAY	6:00AM - 9:00PM
THURSDAY	6:00AM - 9:00PM
FRIDAY	6:00AM - MIDNIGHT
SATURDAY	ALL DAY
SUNDAY	ALL DAY

6. OPENING A RUNWAY OR TAXIWAY WILL REQUIRE THE FOLLOWING ACTIONS:
 - A) THE PAVEMENT WILL BE SWEEPED BY A POWER BROOM TO REMOVE ANY AND ALL DEBRIS FROM THE PAVEMENT.
 - B) THE AREA WITHIN 200 FEET OF A RUNWAY CENTERLINE AND 85 FEET OF A TAXIWAY CENTERLINE MUST BE SMOOTH GRADED WITH A 1% - 5% SLOPE AWAY FROM THE PAVEMENT EDGE. THE PAVEMENT EDGE DROP-OFF CAN NOT EXCEED 3 INCHES. NO HOLES OR MOUNDS WILL BE PERMITTED WITHIN THE AREA.
 - C) ALL PERSONNEL AND EQUIPMENT WILL BE OUT OF THE 200 FEET AND 85 FEET LIMITS.
 - D) ALL RUNWAY AND TAXIWAY LIGHTING CIRCUITS WILL BE OPERATIONAL.
 - E) RUNWAY AND TAXIWAY CENTERLINE MARKING, IF OBLITERATED, WILL BE REMARKED.
 - F) THE CLOSED PAVEMENTS WILL BE VISUALLY INSPECTED BY AIRPORT PERSONNEL PRIOR TO OPENING. THE CONTRACTOR WILL MAKE ANY CORRECTIONS REQUIRED AS A RESULT OF THE INSPECTION.
7. ONLY ONE RUNWAY WILL BE CLOSED AT ANY GIVEN TIME.
8. THE RECONSTRUCTION OF TAXIWAY "C" WILL BE STAGED INTO A STAGE 1 AND STAGE 2 AREA. BEFORE ANY WORK COMMENCES ON THE SECOND STAGE, ALL WORK WILL BE COMPLETED ON THE FIRST STAGE AND THE FIRST STAGE WILL BE OPEN TO AIR TRAFFIC. STATION 136+50 IS THE DIVISION LINE BETWEEN STAGE 1 AND STAGE 2 WORK AREA. SEE SHEET 15.

WHEN STAGE 2 WORK AREA ON TAXIWAY "C" IS OPEN TO AIR TRAFFIC, TAXIWAY "A" WILL ALSO BE OPEN.

THE OTHER REQUIREMENTS OF RUNWAY AND TAXIWAY CLOSING SCHEDULE WILL APPLY TO TAXIWAY "C" STAGE 1 AND STAGE 2 AREAS.



THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123. CONTACT AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING AIRPORT CABLES.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

DE067

DATE	REVISION	BY

DECATUR, ILLINOIS
 ILL. PROJ.: DEC-3667
 A.I.P. PROJ.: 3-17-0033-30

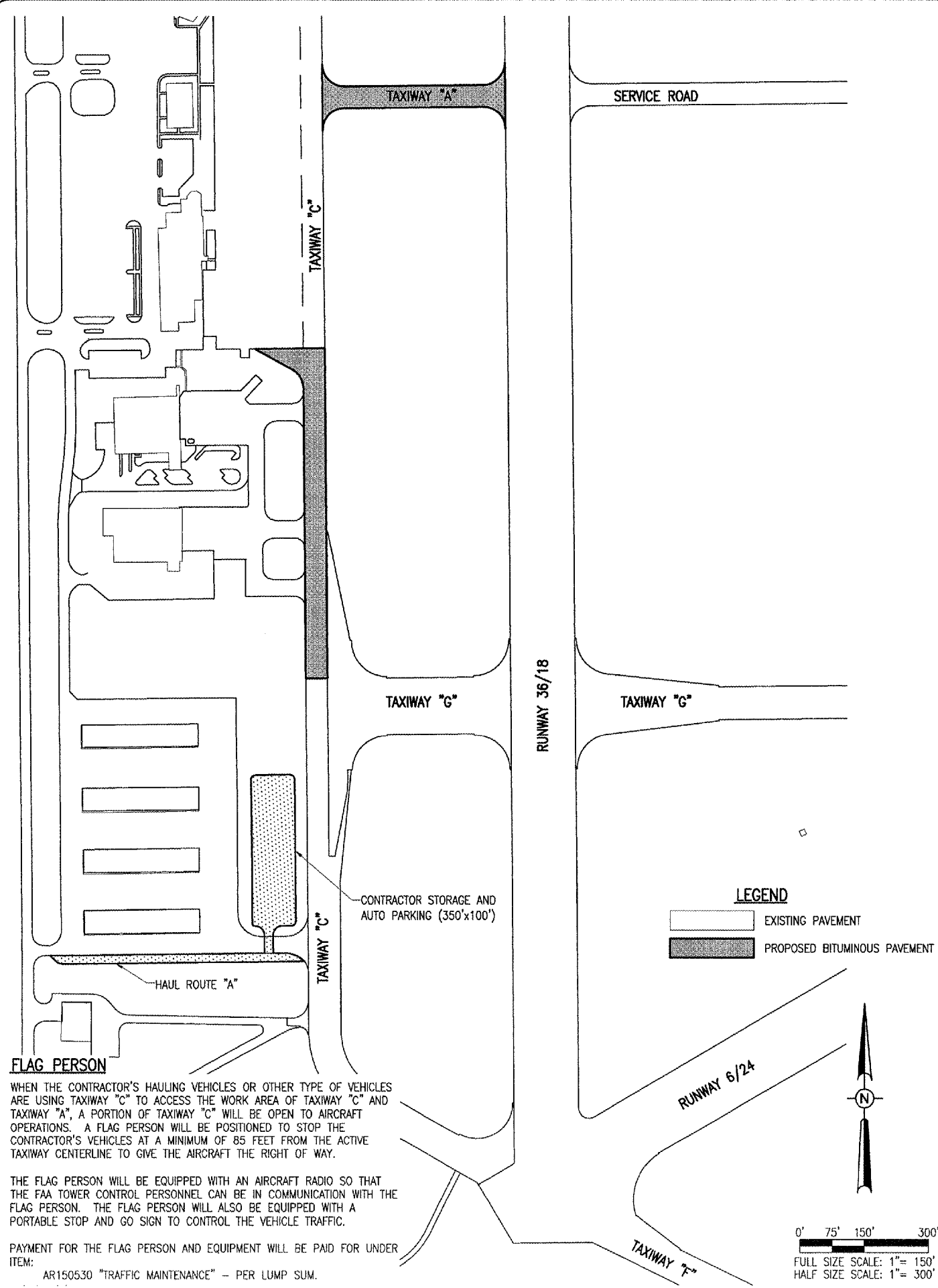
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 Springfield, Illinois 62703-2886
 Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
 PROPOSED SAFETY PLAN

MAR 16, 2007 1:37 PM RAW
 I:\AIRPORTS\DECATUR\802-07RWY\AIRPORT\SHEETS\R-004SNF.DWG - SHEET 4

MAR 16, 2007 1:41 PM RAW
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0' 75' 150' 300'
 FULL SIZE SCALE: 1" = 150'
 HALF SIZE SCALE: 1" = 300'

HAUL ROUTE, VEHICLE PARKING AND MATERIAL STORAGE

THE HAUL ROUTES, VEHICLE PARKING, AND MATERIAL STORAGE ARE IN PLACE FROM A PREVIOUS PROJECT. THE CONTRACTOR WILL MAINTAIN THE AREA FOR HAULING MATERIALS TO AND FROM THE SITE, FOR VEHICLE PARKING, AND MATERIAL STORAGE.

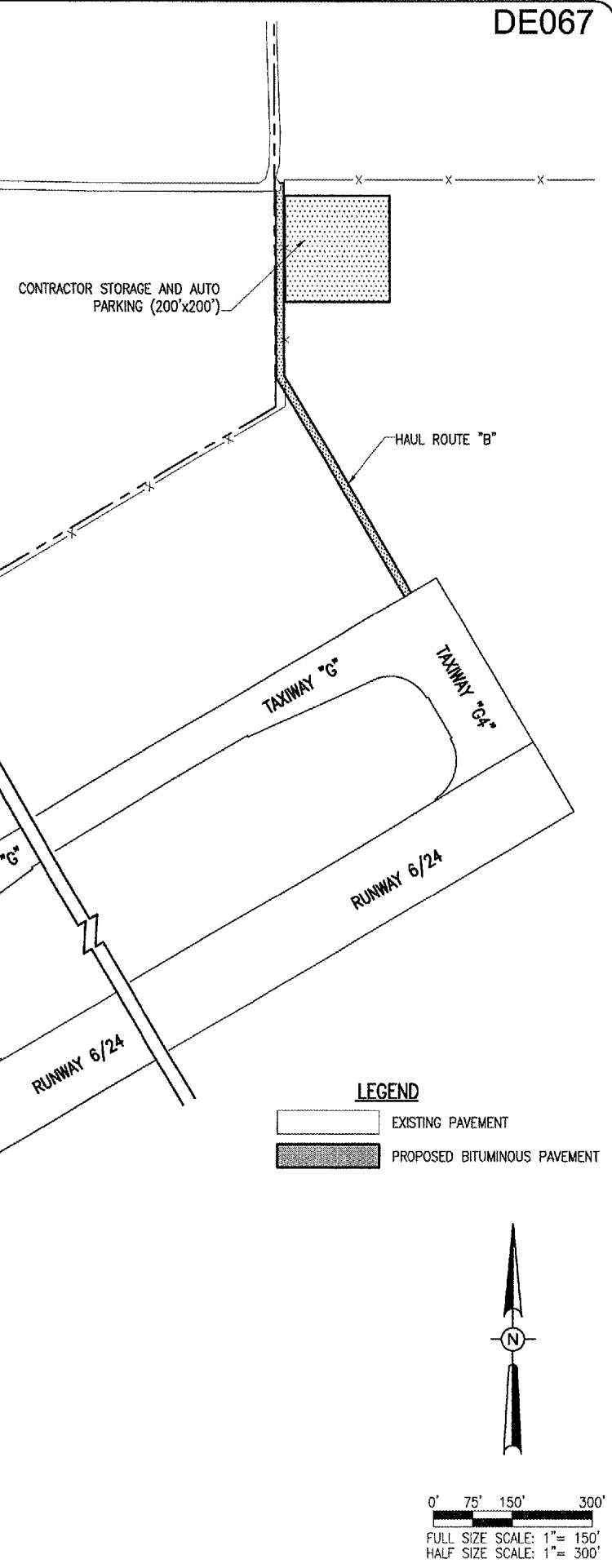
HAUL ROUTE "B" VEHICLE AND STORAGE AREA WILL BE USED WHEN RECONSTRUCTING RUNWAY 6-24. HAUL ROUTE "A" VEHICLE AND STORAGE AREA WILL BE USED WHEN RECONSTRUCTING TAXIWAY "A" AND TAXIWAY "C."

AT THE COMPLETION OF THE PROJECT, HAUL ROUTE "A", ASSOCIATED VEHICLE PARKING, AND MATERIAL STORAGE AREA WILL BE COMPLETELY REMOVED AND THE AREA RESTORED TO A GRASS AREA.

THE FIRST 100 FEET OF HAUL ROUTE "B" MEASURING FROM THE EDGE OF TAXIWAY "G" PAVEMENT WILL BE REMOVED AND RESTORED TO A GRASS AREA. THE REMAINING HAUL ROUTE "B" AND ASSOCIATED VEHICLE PARKING AND STORAGE AREA WILL REMAIN IN PLACE.

THE HAUL ROUTE, VEHICLE PARKING, AND EQUIPMENT STORAGE AREA TO BE REMOVED WILL HAVE THE ROCK AND OTHER MATERIALS THAT MAKE UP THE PAVEMENT EXCAVATED AND HAULED OFF SITE. THE EXCAVATED AREA WILL BE FILLED WITH A CLEAN TOP SOIL MATERIAL, SMOOTH GRADED, SEEDED AND FERTILIZED IN ACCORDANCE TO THE SUPPLEMENTAL SPECIFICATION FOR ITEM 901 SEEDING. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE RESIDENT ENGINEER.

HAUL ROUTE "A" AND HAUL ROUTE "B" INCLUDING PARKING AND STORAGE AREAS SHALL BE CONSIDERED AS ONE UNIT FOR PAYMENT PURPOSES. PAYMENT WILL BE MADE FOR MAINTAINING THE HAUL ROUTES, VEHICLE AND MATERIAL STORAGE AREAS, FOR EXCAVATING THE PAVEMENT MATERIALS, FOR TOPSOILING AS REQUIRED, FOR SMOOTH GRADING AND SEEDING UNDER ITEM:
 AR150540 "HAUL ROUTE" - PER LUMP SUM.



0' 75' 150' 300'
 FULL SIZE SCALE: 1" = 150'
 HALF SIZE SCALE: 1" = 300'

DE067

REVISION	DATE	BY

DECATUR, ILLINOIS

DEC-3667

A.I.P. PROJ.: 3-17-0033-30

FILE PROJECT NO.	DATE	BY	REVIEWED
802-07RWY	12/08/06	CCC	CCC
R-00SRRE.DWG	12/08/06	WJM/RAW	WJM/RAW

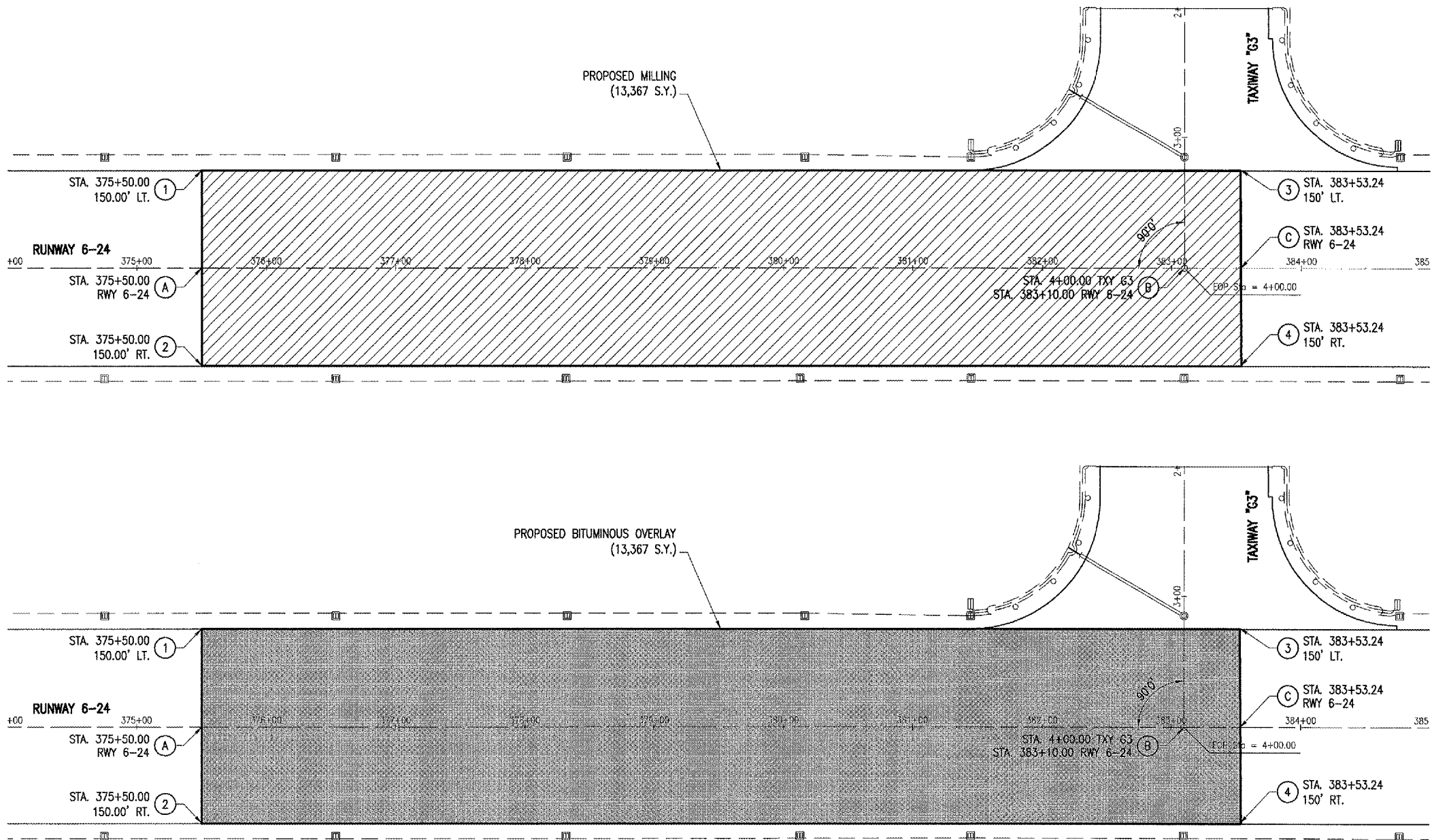
HANSON

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 1525 South Sixth Street
 Springfield, Illinois 62703-2886
 Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C

PROPOSED HAUL ROUTE

MAR 16, 2007 1:42 PM RAW
 I:\AIRPORTS\DECATUR\807-07RWY\AIRPORT\SHEET\LR-121CON.DWG - Runway 6-24



BITUMINOUS PAVEMENT MILLING (AR401650) DE067

THE DESIGNATED MILLING AREAS ON THIS SHEET WILL BE CUT OR TRIMMED AS SHOWN ON THE CROSS-SECTIONS. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE SPECIAL PROVISIONS FOR BITUMINOUS SURFACE COURSE, 401-4.14 SURFACE TEST OF STANDARD SPECIFICATIONS.

WHERE THE BITUMINOUS SURFACING MATCHES EXISTING PAVEMENT, THE EXISTING PAVEMENT WILL BE SAWS IF A VERTICAL FACE IS NOT ACHIEVED BY THE MILLING OPERATIONS. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

UTILITIES

ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

BITUMINOUS SURFACE COURSE NOTES:

- THE BITUMINOUS MIX FOR THIS PROJECT SHALL COMPLY WITH ITEM AR401004 BITUMINOUS SURFACE COURSE - METHOD II, SUPERPAVE AS STATED IN THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- IN TABLE 2 SUPERPAVE DESIGN CRITERIA TRAFFIC MIXTABLE, USE CRITERIA FOR AIRCRAFT OVER 60,000 FOR RUNWAY AND TAXIWAY.

LEGEND

- EXISTING PAVEMENT
- PROPOSED MILLING
- PROPOSED BITUMINOUS PAVEMENT
- EXISTING ELECTRICAL CABLE
- EXISTING BASE MOUNT RUNWAY LIGHT
- EXISTING FLUSH MOUNT RUNWAY LIGHT
- EXISTING BASE MOUNT TAXIWAY LIGHT
- EXISTING STAKE MOUNT TAXIWAY LIGHT
- EXISTING TAXIWAY GUIDANCE SIGN

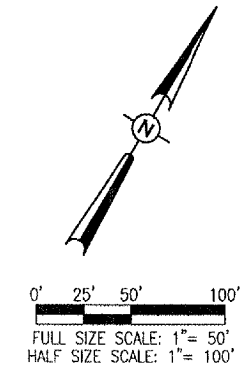
SCOPE OF WORK

THE WORK CONSISTS OF THE RECONSTRUCTION OF RUNWAY 6/24 BETWEEN STA. 375+50 AND STA. 383+53.24. THE WORK INCLUDES MILLING, ASPHALT PAVING, GROOVING, EARTH SHOULDERS, SEEDING, MULCHING, RUNWAY AND TAXIWAY MARKING.

ID.	STATION	OFFSET	NORTHING	EASTING
A	375+50.00	0	1154275.55	837153.05
B	383+10.00	0	1154661.62	837807.69
C	383+53.24	0	1154683.58	837844.94

NO.	STATION	OFFSET	NORTHING	EASTING
1	375+50.00	150.00' LT.	1154340.15	837114.96
2	375+50.00	150.00' RT.	1154211.28	837190.95
3	383+53.24	150.00' LT.	1154748.79	837806.48
4	383+53.24	150.00' RT.	1154619.43	837882.77

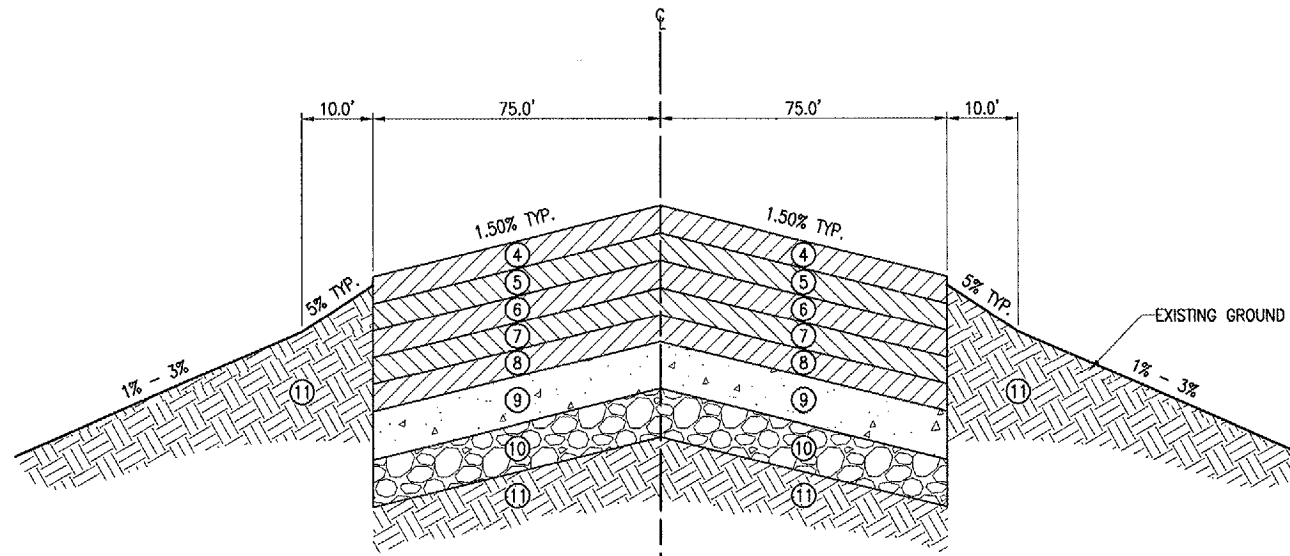
ITEM No.	DESCRIPTION	UNIT	QUANTITY	AS BUILT QUANTITY
AR401610	BITUMINOUS SURFACE COURSE	TON	3,079	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	13,388	
AR603510	BITUMINOUS TACK COAT	GAL.	4,017	



DECATUR AIRPORT DECATUR, ILLINOIS A.I.P. PROJ.: 3-17-0033-30 I.L. PROJ.: DEC-3667	PROJECT No. 802-07RWY DRAWING No. R-121CON.DWG SCALE 1"=50' DATE 12/01/06	LAYOUT CCC 12/01/06 DRAWN CCC 12/01/06 REVIEWED WJM/RAW 12/15/06	HANSON Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2895 Offices Nationwide	RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C RWY 6-24 RECONSTRUCTION PROPOSED CONSTRUCTION PLAN <div style="text-align: center; font-size: 2em; font-weight: bold;">6</div>
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LEGEND FOR TYPICAL SECTION

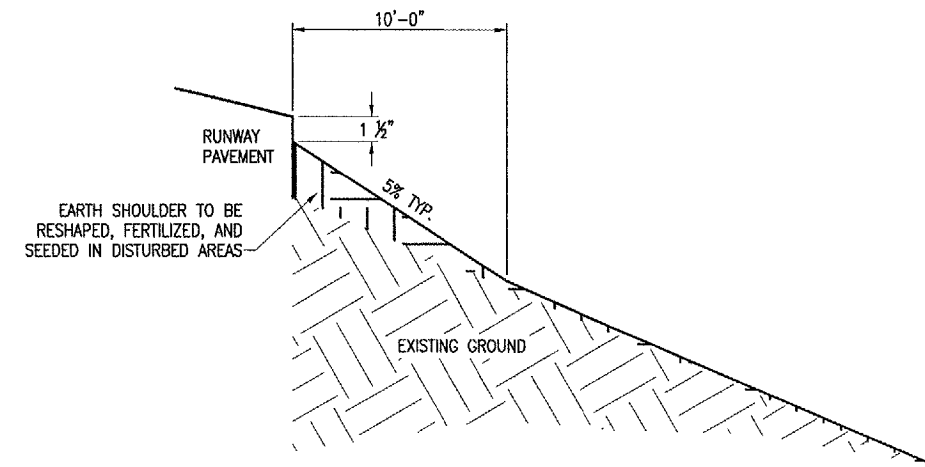
- ① PROPOSED AR401: BITUMINOUS SURFACE COURSE - 4" (2 LIFTS)
 - ② PROPOSED AR603: BITUMINOUS TACK COAT (RATE PER SPECIFICATION)
 - ③ PROPOSED AR603: BITUMINOUS TACK COAT (RATE PER SPECIFICATION)
 - ④ EXISTING AR401: BITUMINOUS SURFACE COURSE - 4"
 - ⑤ EXISTING AR201: BITUMINOUS BASE COURSE - 2"-3"
 - ⑥ EXISTING AR401: BITUMINOUS SURFACE COURSE - 2"
 - ⑦ EXISTING AR201: BITUMINOUS BASE COURSE - 0"-10" VARIABLE DEPTH
 - ⑧ EXISTING AR401: BITUMINOUS SURFACE COURSE - 4"
 - ⑨ EXISTING AR501: PCC PAVEMENT - 9"
 - ⑩ EXISTING AR208: AGGREGATE SUBBASE COURSE - 8"
 - ⑪ EXISTING GROUND
- BITUMINOUS MILLING [Pattern] - VARIABLE 3" TO 5"



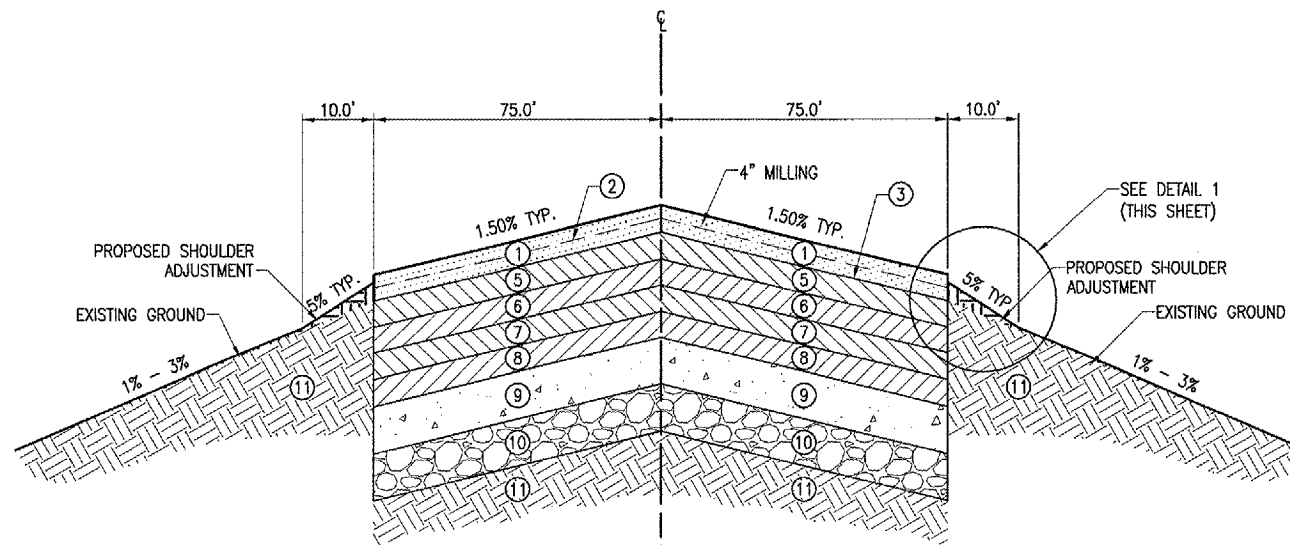
EXISTING RUNWAY PAVEMENT - TYPICAL SECTION

"NOT TO SCALE"

RUNWAY "6/24" STA. 375+50 TO STA. 383+56.20



DETAIL 1
EARTH SHOULDER



PROPOSED RUNWAY PAVEMENT - TYPICAL SECTION

"NOT TO SCALE"

RUNWAY "6/24" STA. 375+50 TO STA. 383+56.20

NOTE:

THE CONTRACTOR WILL REGRADE, SEED AND FERTILIZE THE DISTURBED EARTH SHOULDER. THE GRADING SHALL SHAPE THE EARTH SHOULDER TO CONFORM TO THE EARTH SHOULDER DETAIL. FERTILIZING AND SEEDING SHALL BE ACCOMPLISHED IN ACCORDANCE TO SPECIFICATION ITEM AR901510.
NO ADDITIONAL PAYMENT FOR THE GRADING AND SEEDING ITEM WILL BE MADE TO THE CONTRACTOR. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE BID AMOUNT PER TON FOR THE BITUMINOUS SURFACE COURSE.
ANY TURF AREAS DISTURBED BY THE CONTRACTOR WILL BE RESHAPED, FERTILIZED AND SEEDED ACCORDING TO THE ABOVE PARAGRAPH.

DATE	REVISION	BY

DECATUR, ILLINOIS

IL. PROJ.: DEC-3667 A.I.P. PROJ.: 3-17-0033-30

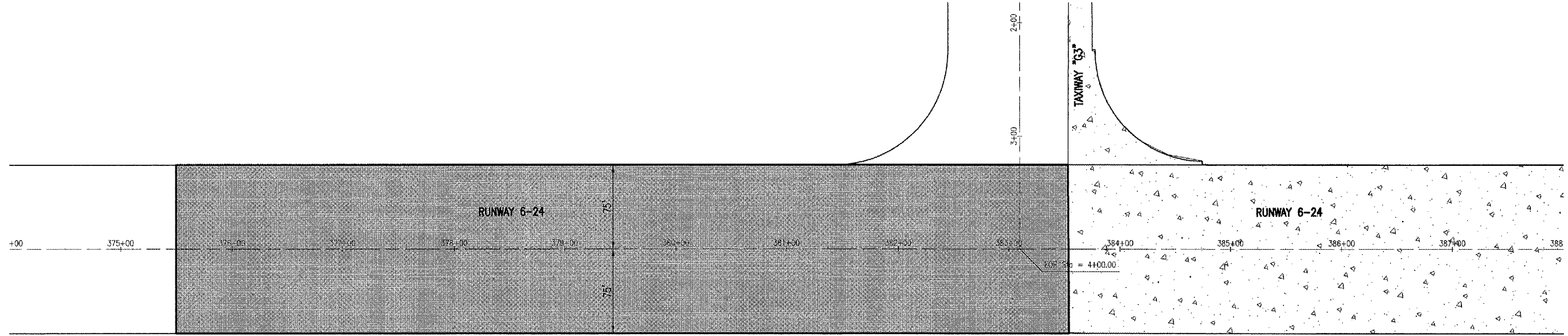
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1	12/01/06	CCC	CCC
2	12/01/06	CCC	CCC
3	12/15/06	WJM/RAW	WJM/RAW

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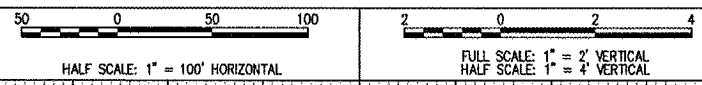
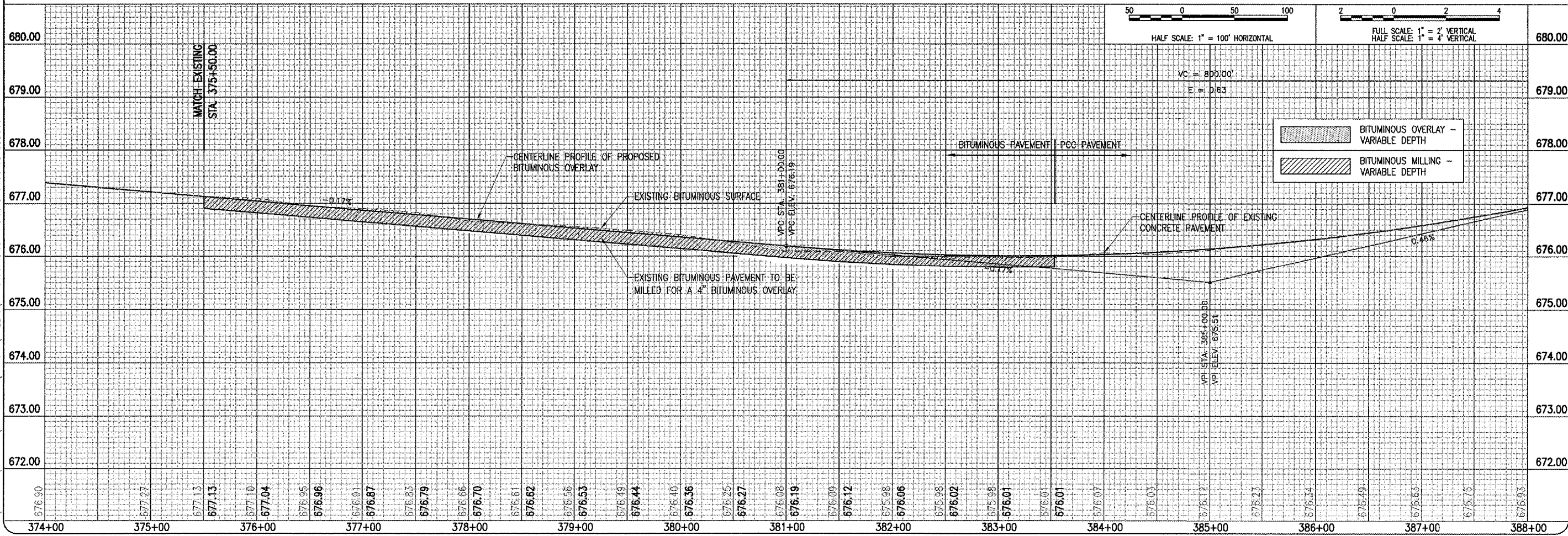
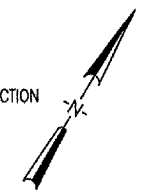
RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
RWY 6-24 RECONSTRUCTION EXISTING & PROPOSED TYPICAL SECTIONS

MAR 16, 2007 1:47 PM RAW
I:\AIRPORTS\DECATUR\802-07RWY\AIRPORT\ SHEETS\R-521TYP.DWG - Typ. Sections - 6-24



LEGEND

- EXISTING BITUMINOUS PAVEMENT
- EXISTING P.C.C. PAVEMENT
- PROPOSED BITUMINOUS RECONSTRUCTION



LEGEND

- BITUMINOUS OVERLAY - VARIABLE DEPTH
- BITUMINOUS MILLING - VARIABLE DEPTH

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DATE	REVISION	BY

DECATUR, ILLINOIS

IL PROJ.: DEC-3667 A.I.P. PROJ.: 3-17-0033-30

REI Project No. 802-07RWY
 Drawings R-701PWP.DWG
 Scale 1" = 50'H.; 1" = 1'V.
 Date 12/01/06

LAYOUT	CCC	12/01/06
DRAWN	CCC	12/01/06
REVIEWED	WJM/RAW	12/15/06

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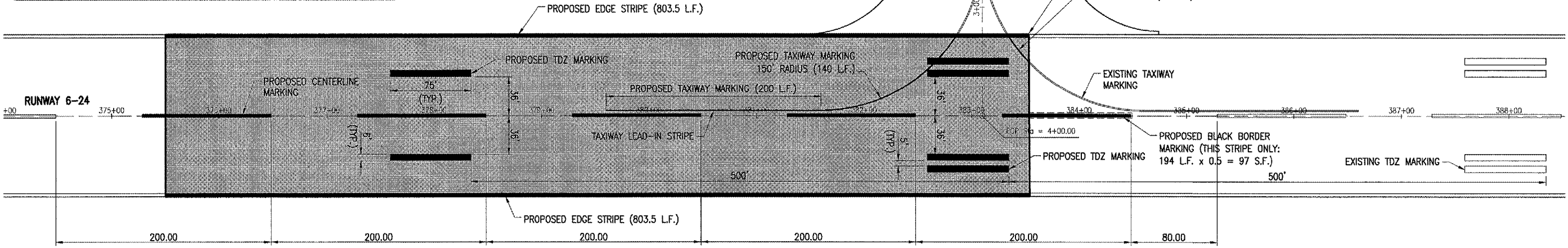
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RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C

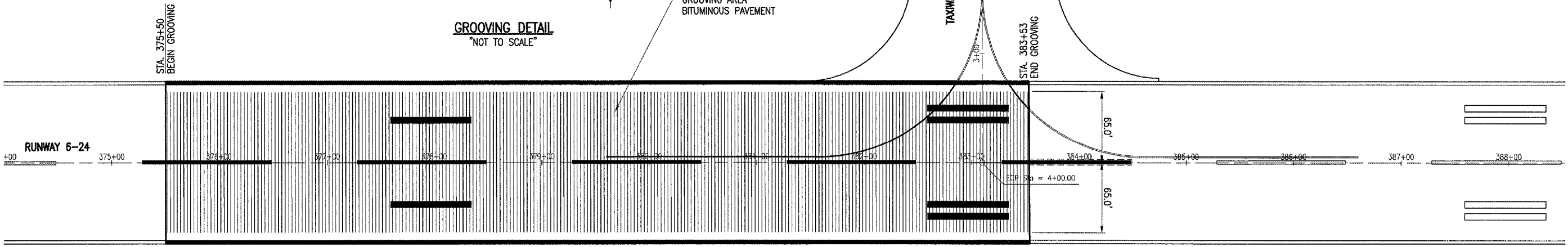
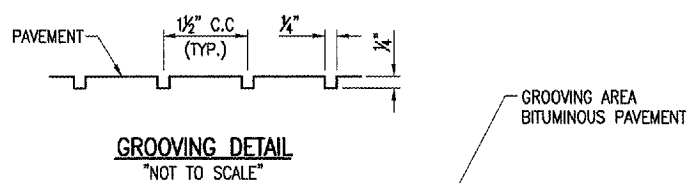
RWY 6-24 RECONSTRUCTION PROPOSED PLAN & PROFILE STA. 375+50 TO 383+53.24

PAVEMENT MARKING-WATERBORNE - AR620520				
WORK ITEM	MARKING COLOR	UNIT AREA	NUMBER REQUIRED	TOTAL AREA (S.F.)
RUNWAY 6-24 CENTERLINE STRIPE	WHITE	360	5	1,800
TOUCHDOWN ZONE	WHITE	450	6	2,700
EDGE STRIPES	WHITE	2410.5	2	4,821
TAXIWAY LEAD-IN STRIPES	YELLOW	370	AS SHOWN	370
TOTAL				9,691

PAVEMENT MARKING-BLACK BORDER - AR620525				
WORK ITEM	MARKING COLOR	UNIT AREA	NUMBER REQUIRED	TOTAL AREA (S.F.)
RUNWAY 6-24 CENTERLINE STRIPE	BLACK	97	AS SHOWN	97
TOTAL				97



PAVEMENT GROOVING - RUNWAY 18-36			
ITEM No.	DESCRIPTION	UNIT	TOTAL
AR401640	BITUMINOUS PAVEMENT GROOVING	S.Y.	11,603



MARKING NOTES

ALL PROPOSED RUNWAY MARKING SHALL BE SOLID AND WHITE IN COLOR.

ALL PROPOSED RUNWAY MARKING ON EXISTING P.C.C. PAVEMENT SHALL HAVE A 6 INCH WIDE BLACK BORDER.

ALL PROPOSED TAXIWAY CENTERLINE/LEAD-IN MARKINGS SHALL BE SOLID, 1 FOOT IN WIDTH, AND YELLOW IN COLOR.

THE RUNWAY CENTERLINE SHALL BE 3 FEET WIDE BY 120 FEET IN LENGTH AND SPACED AS SHOWN ON THE PLANS.

RUNWAY EDGE STRIPES SHALL BE 3 FEET WIDE BY THE LENGTH SHOWN ON THE PLANS.

TOUCHDOWN ZONE (TDZ) MARKINGS CONSIST OF OF GROUPS OF ONE, TWO, OR THREE RECTANGULAR BARS. SYMMETRICALLY ARRANGED IN PAIRS ABOUT THE RUNWAY CENTERLINE. THE TDZ MARKINGS SHALL BE 6 FEET WIDE BY 75 FEET LONG. SEE THIS SHEET FOR LOCATIONS AND SPACING.

ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS. THE FIRST APPLICATION WILL SERVE AS TEMPORARY MARKING AND SHALL BE APPLIED NO SOONER THAN 48 HOURS AFTER THE FINAL PLACEMENT OF THE BITUMINOUS SURFACE COURSE. THE FIRST APPLICATION WILL ALLOW THE RUNWAYS TO BE OPENED DURING THE CURE PERIOD REQUIRED FOR THE GROOVING. AFTER THE GROOVING IS COMPLETED, THE SECOND APPLICATION OF MARKING WILL BE APPLIED.

ALL PROPOSED MARKING (EXCEPT FOR BLACK BORDERS) WILL BE APPLIED WITH A REFLECTIVE MEDIA ON THE SECOND APPLICATION.

CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.

GROOVING NOTES

GROOVING WILL NOT COMMENCE UNTIL THE PAVEMENT HAS CURED SUFFICIENTLY THAT IT DOES NOT RAVEL OR SUSTAIN OTHER DAMAGE DURING THE GROOVING OPERATION.

THE PROPOSED GROOVES WILL BE CUT PERPENDICULAR TO THE RUNWAY CENTERLINE AND WILL TERMINATE 10' FROM THE RUNWAY PAVEMENT EDGE.

RUNWAY 6/24 WILL BE GROOVED CONTINUOUSLY FROM STATION 375+50 TO STA. 383+53.

THE GROOVES WILL BE 1/4" WIDE, 1/4" DEEP, AND PLACED 1/2" CENTERS.

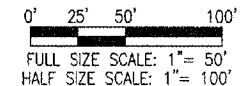
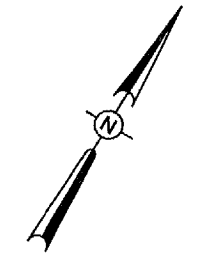
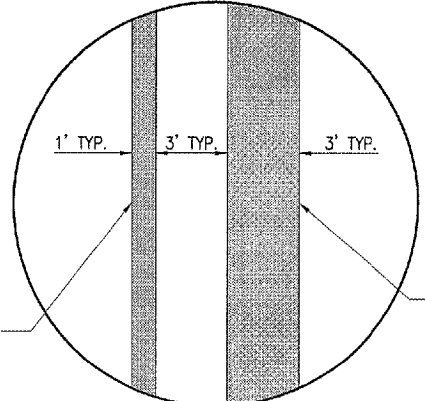
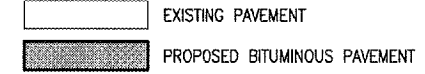
ALL SOLID MATERIALS GENERATED FROM GROOVING OPERATIONS WILL BE PICKED UP AND HAULED TO A LOCATION OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.

NO MATERIAL WHICH IS HARMFUL TO VEGETATION WILL BE FLUSHED FROM THE GROOVED PAVEMENT ONTO THE TURFED SHOULDER, BUT WILL BE PICKED UP AND HAULED TO A LOCATION OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.

AT THE END OF EACH WORK DAY, THE RUNWAY WILL BE FLUSHED, CLEANED, AND CLEARED OF ALL MATERIAL GENERATED BY THE GROOVING OPERATION.

PAVEMENT GROOVING WILL BE PAID FOR UNDER ITEM:
AR401640 "BITUMINOUS PAVEMENT GROOVING" PER S.Y.

LEGEND



DATE	REVISION	BY

DECATUR, ILLINOIS
A.I.P. PROJ.: 3-17-0033-30
IL PROJ.: DEC-3667

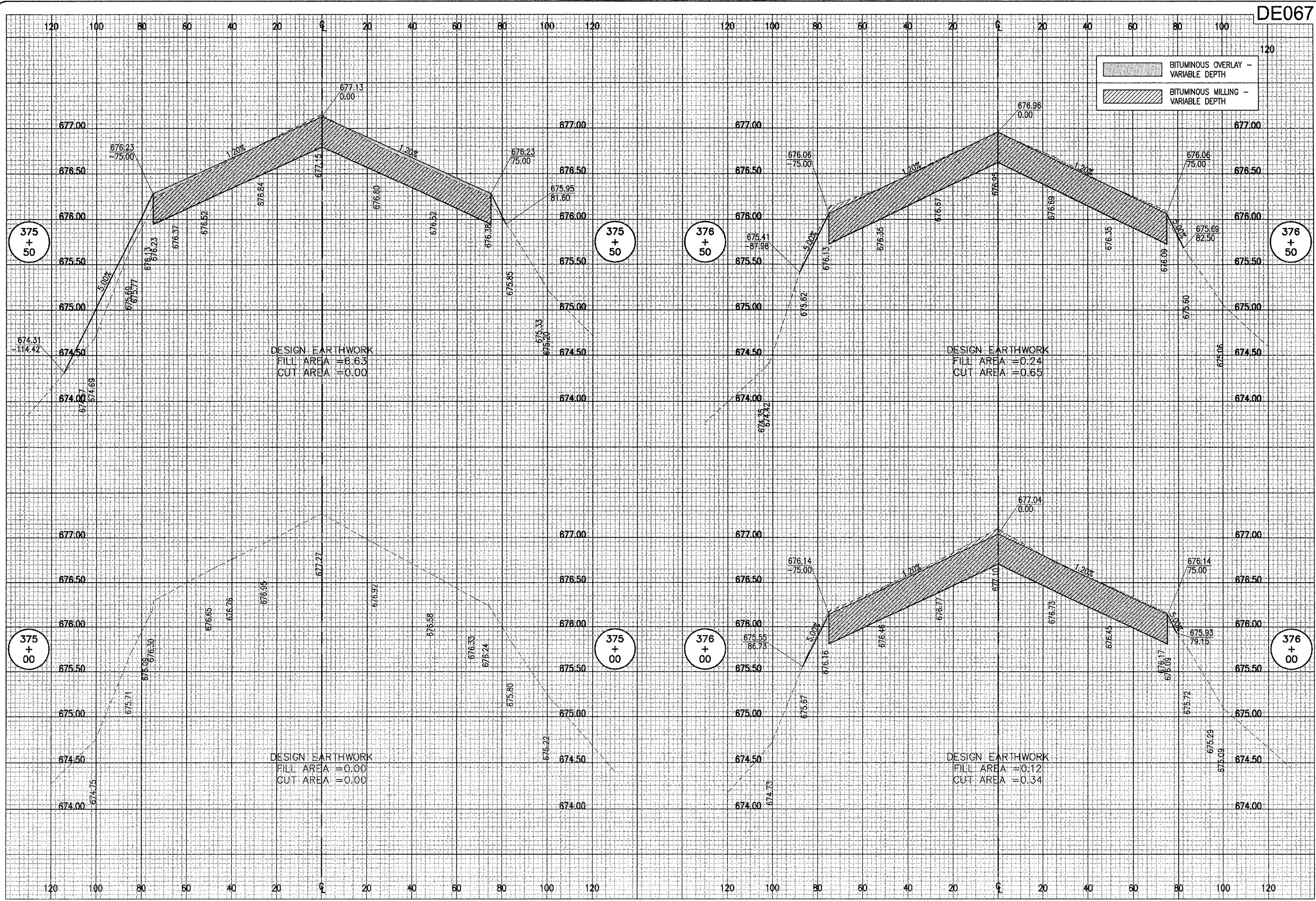
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REVIEWED <td>WJM/RAW <td>12/15/06</td> </td>	WJM/RAW <td>12/15/06</td>	12/15/06

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RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
RWY 6/24 RECONSTRUCTION PROPOSED MARKING & GROOVING PLAN

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DE067

BITUMINOUS OVERLAY - VARIABLE DEPTH
 BITUMINOUS MILLING - VARIABLE DEPTH

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 REVISION: _____
 DATE: _____

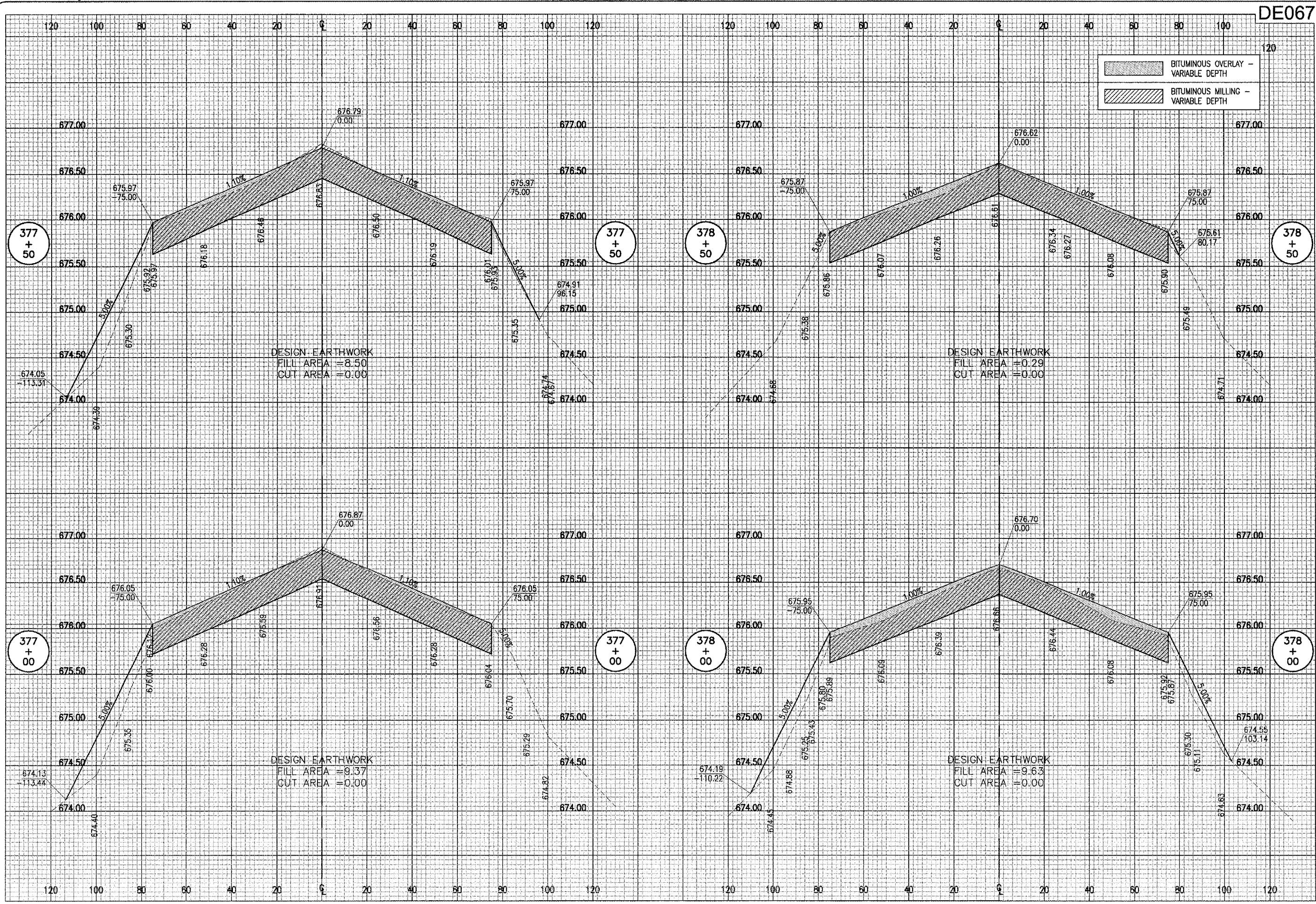
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 DECATUR AIRPORT
 DECATUR, ILLINOIS
 I.L. PROJ.: DEC-3667
 A.I.P. PROJ.: 3-17-0033-30

HA Project No.	802-07RWY	
Filename	R-301-XS.DWG	
Scale	1"=50'	
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LAYOUT	CCC	12/01/06
DRAWN	CCC	12/01/06
REVIEWED	WJM/RAW	12/15/06

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RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
 RWY 6-24 RECONSTRUCTION PROPOSED CROSS-SECTIONS STA. 375+00 TO STA. 376+50

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DE067

BITUMINOUS OVERLAY - VARIABLE DEPTH
 BITUMINOUS MILLING - VARIABLE DEPTH

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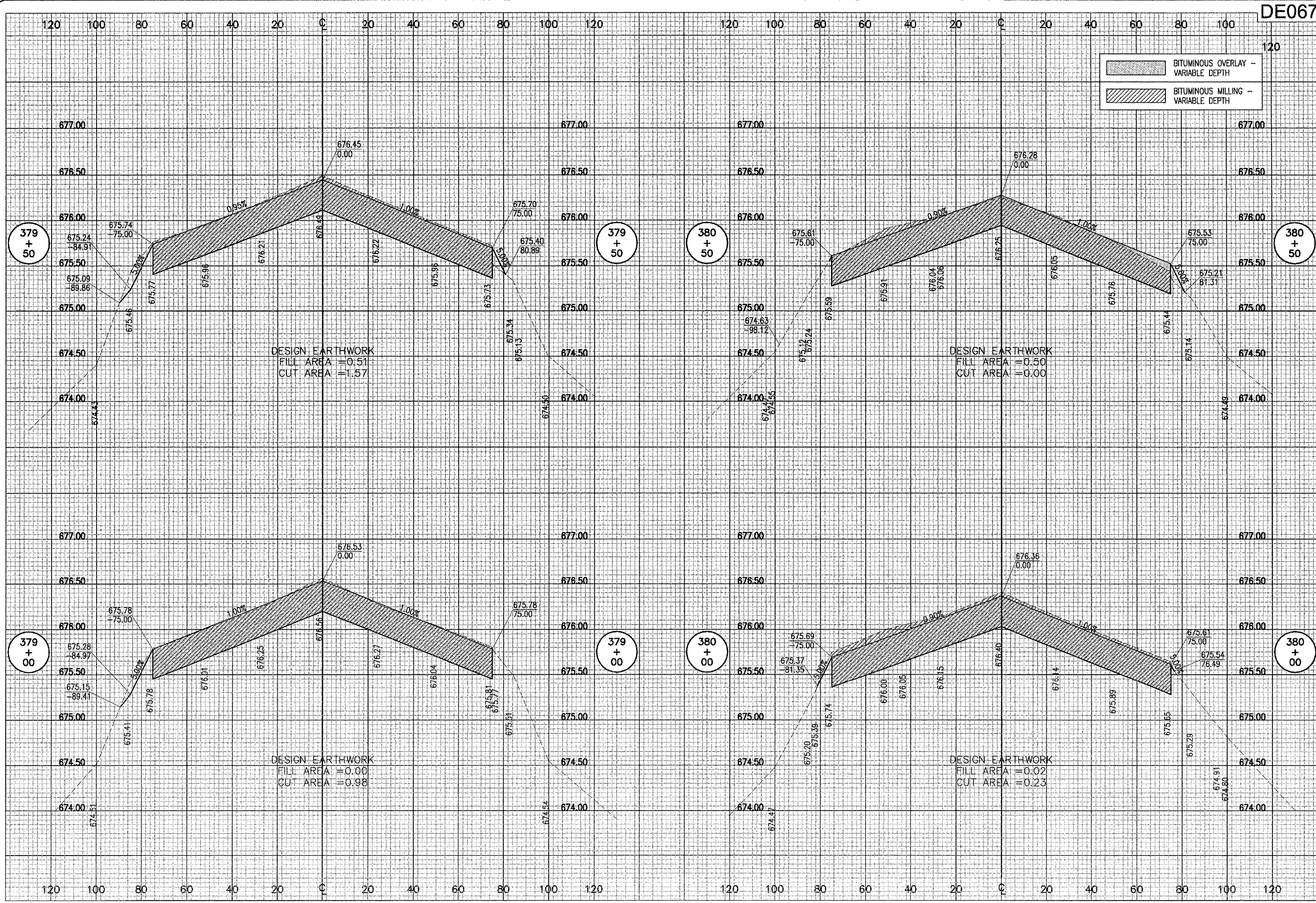
HANSON
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 A.I.P. PROJ.: 3-17-0033-30
 IL PROJ.: DEC-3667

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Date	12/01/06	12/15/06
LAYOUT	CCC	
DRAWN	CCC	
REVIEWED	WAM/RAW	

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RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
RWY 6-24 RECONSTRUCTION PROPOSED CROSS-SECTIONS STA. 377+00 TO STA. 378+50

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DE067

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DECATUR, ILLINOIS

IL PROJ.: DEC-3667 A.I.P. PROJ.: 3-17-0033-30

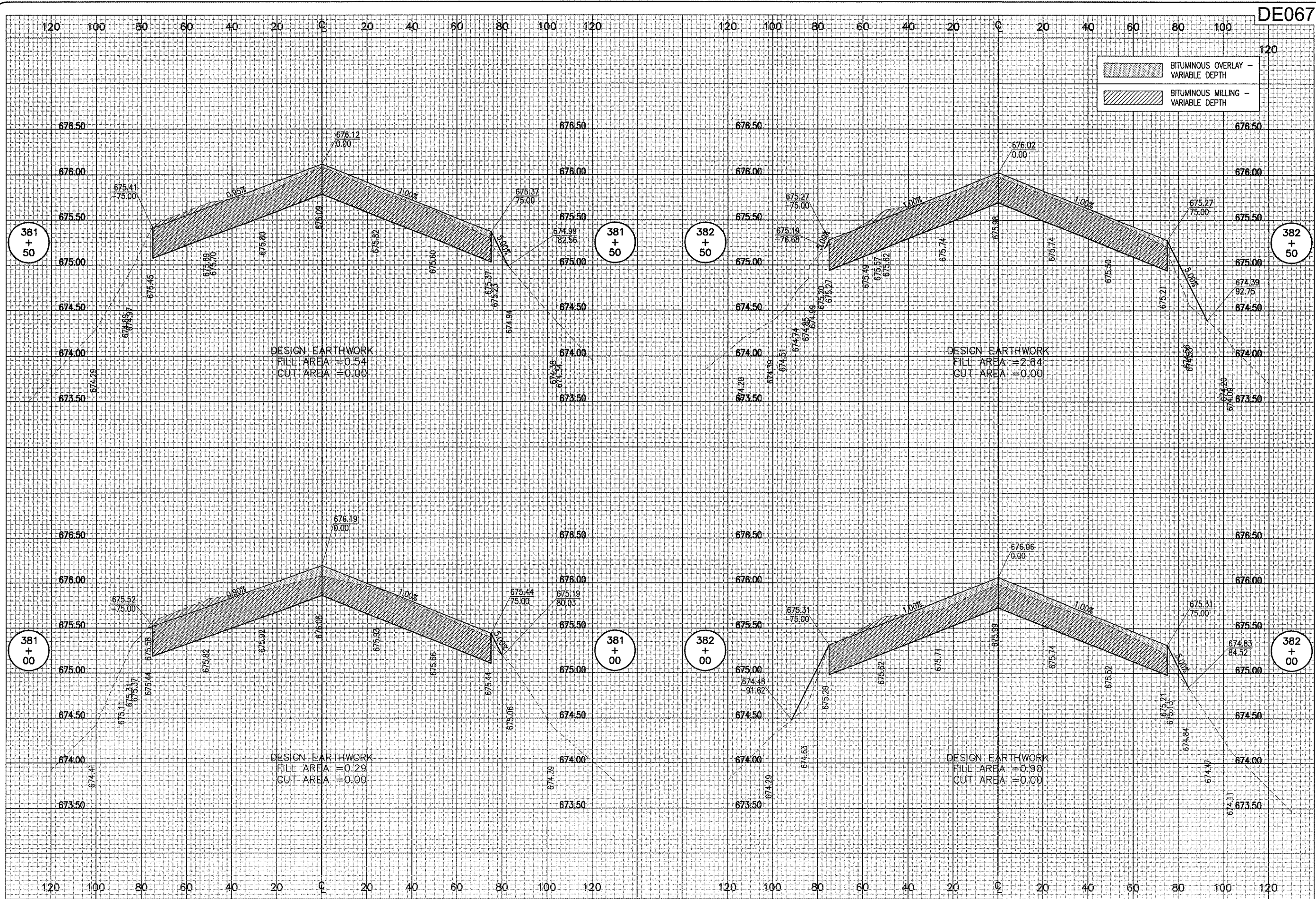
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RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
 RWY 6-24 RECONSTRUCTION PROPOSED CROSS-SECTIONS STA. 379+00 TO STA. 380+50

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DE067

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 I.L. PROJ.: DEC-3667
 A.I.P. PROJ.: 3-17-0033-30

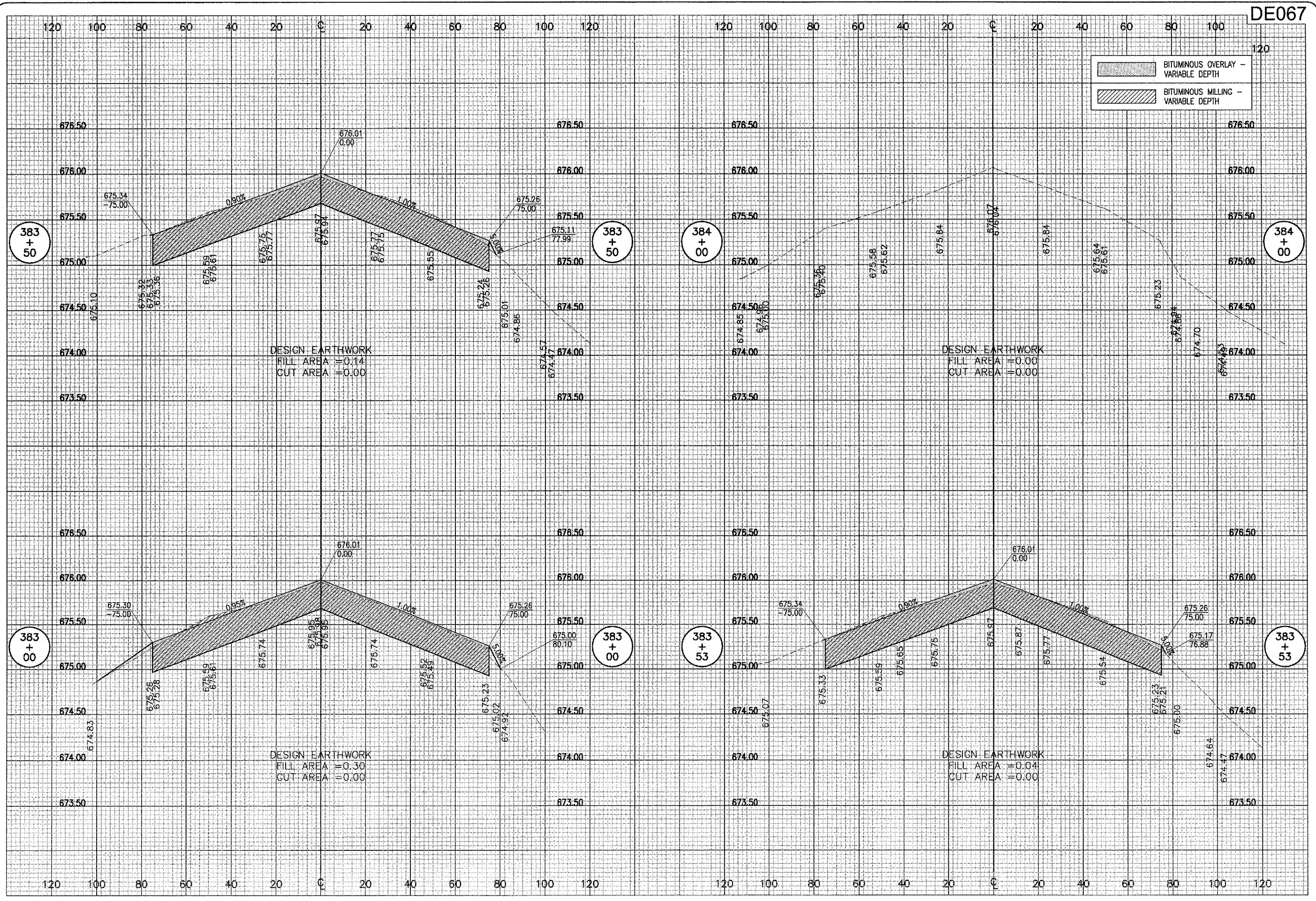
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REVIEWED	WJM/RAW	12/15/06

H.E. Project No.: 802-07RWY
 Planets: R-304-XS.DWG
 Scale: 1"=50'
 Date: 12/01/06


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RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
RWY 6-24 RECONSTRUCTION PROPOSED CROSS-SECTIONS STA. 381+00 TO STA. 382+50

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DE067

BITUMINOUS OVERLAY - VARIABLE DEPTH
 BITUMINOUS MILLING - VARIABLE DEPTH

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 IL PROJ.: DEC-3667

HET Project No. 802-07RWY Employee R-305-XS.DWG Scale 1"=50' Date 12/01/06	LAYOUT CCC 12/01/06 DRAWN CCC 12/01/06 REVIEWED WJM/RAW 12/15/06
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RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
RWY 6-24 RECONSTRUCTION PROPOSED CROSS-SECTIONS
 STA. 383+00 TO STA. 384+00

BITUMINOUS PAVEMENT MILLING (AR401650)

THE DESIGNATED MILLING AREAS ON THIS SHEET WILL BE CUT OR TRIMMED. THE TOP 4" (INCHES) OF THE EXISTING BITUMINOUS SURFACE/BASE COURSE MATERIAL WILL BE REMOVED BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE SPECIAL PROVISIONS FOR BITUMINOUS SURFACE COURSE, 401-4.14 SURFACE TEST OF STANDARD SPECIFICATIONS.

WHERE THE BITUMINOUS SURFACING MATCHES EXISTING PAVEMENT, THE EXISTING PAVEMENT WILL BE SAWS IF A VERTICAL FACE IS NOT ACHIEVED BY THE MILLING OPERATIONS. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

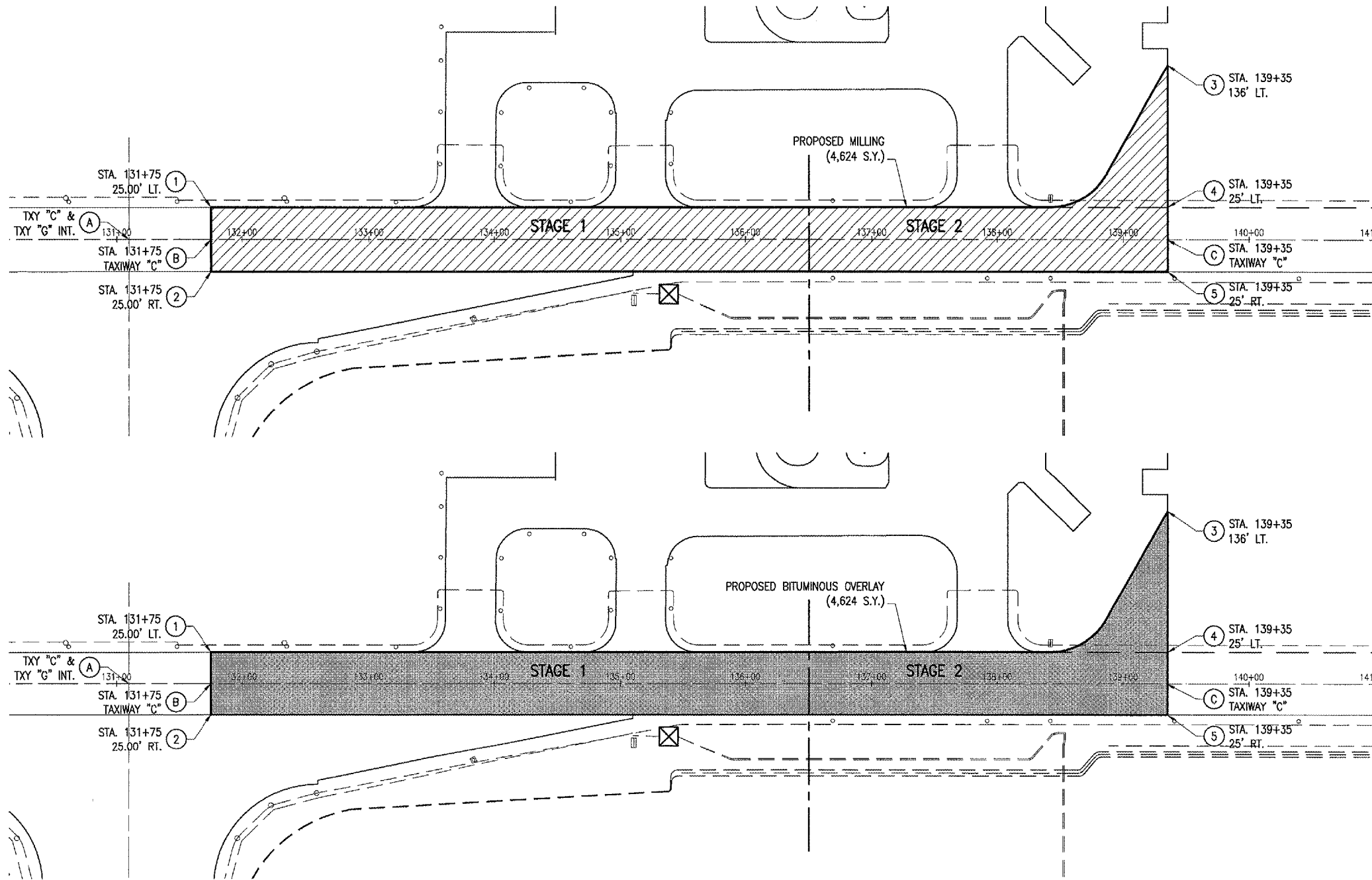
ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

UTILITIES

ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

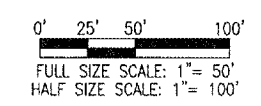
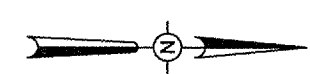
BITUMINOUS SURFACE COURSE NOTES:

1. THE BITUMINOUS MIX FOR THIS PROJECT SHALL COMPLY WITH ITEM AR401003 BITUMINOUS SURFACE COURSE - METHOD 1, SUPERPAVE AS STATED IN THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
2. IN TABLE 2 SUPERPAVE DESIGN CRITERIA TRAFFIC MIXTABLE, USE CRITERIA FOR AIRCRAFT OVER 60,000 FOR RUNWAY AND TAXIWAY.



LEGEND

- EXISTING PAVEMENT
- PROPOSED MILLING
- PROPOSED BITUMINOUS PAVEMENT
- EXISTING ELECTRICAL CABLE
- EXISTING BASE MOUNT TAXIWAY LIGHT
- EXISTING STAKE MOUNT TAXIWAY LIGHT
- EXISTING TAXIWAY GUIDANCE SIGN



CLEAN & SEAL BITUMINOUS CRACK NOTES

FOLLOWING A VISUAL SURVEY OF THE EXISTING PAVEMENT SURFACE, A PROPOSED PLAN QUANTITY OF 500 LINEAR FEET OF CRACK CLEANING AND SEALING WAS ESTABLISHED. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS DESCRIBED IN THE RECURRING SPECIAL PROVISIONS, DATED JULY 1 2004.

THIS ITEM OF WORK WILL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT OF CLEANING AND SEALING CRACKS, COMPLETE; WHICH PRICE AND PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR ALL ROUTING, CLEANING, PREPARATION AND DISPOSAL OF ALL LOOSE MATERIALS; AND FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM:
AR201661 "CLEAN & SEAL BITUMINOUS CRACKS" - PER L.F.

COORDINATE DATA - TXY "C" CENTERLINE

ID.	STATION	OFFSET	NORTHING	EASTING
A	131+09.68	0	1152560.9593	831837.1576
B	131+75.00	0	1152626.7151	831836.5452
C	139+35.00	0	1153386.2071	831829.4694

SCOPE OF WORK
THE WORK CONSISTS OF THE RECONSTRUCTION OF THE REMAINING PORTION OF TAXIWAY C BETWEEN STA. 131+75 AND STA. 139+35. THE WORK INCLUDES MILLING, ASPHALT PAVING, EARTH SHOULDERS, SEEDING, MULCHING, AND TAXIWAY MARKING.

COORDINATE DATA - TAXIWAY "C"

NO.	STATION	OFFSET	NORTHING	EASTING
1	131+75.00	25.00' LT.	1152626.3933	831811.7318
2	131+75.00	25.00' RT.	1152627.0390	831861.5207
3	139+35.00	136.00' LT.	1153385.2942	831693.3190
4	139+35.00	25.00' LT.	1153386.3295	831804.4688
4	139+35.00	25.00' RT.	1153386.7951	831854.4570

QUANTITIES - PAVEMENT

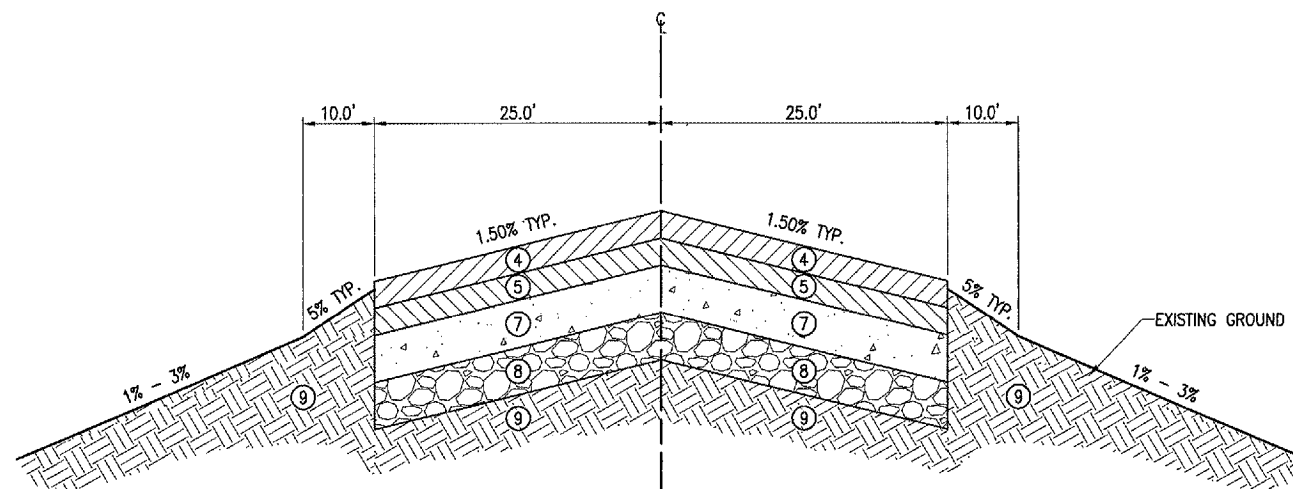
ITEM No.	DESCRIPTION	UNIT	QUANTITY	AS BUILT QUANTITY
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	500	
AR401610	BITUMINOUS SURFACE COURSE	TON	1,066	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	4,632	
AR603510	BITUMINOUS TACK COAT	GAL.	1,390	

DATE	REVISION								
HANSON Hanson Professional Services Inc. 635 S. State Street Springfield, Illinois 62703-2886 Offices Nationwide									
RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C TAXIWAY C RECONSTRUCTION PROPOSED CONSTRUCTION PLAN									
15									
16 of 25 sheets									

MAR 16, 2007 1:42 PM RAW
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LEGEND FOR TYPICAL SECTION

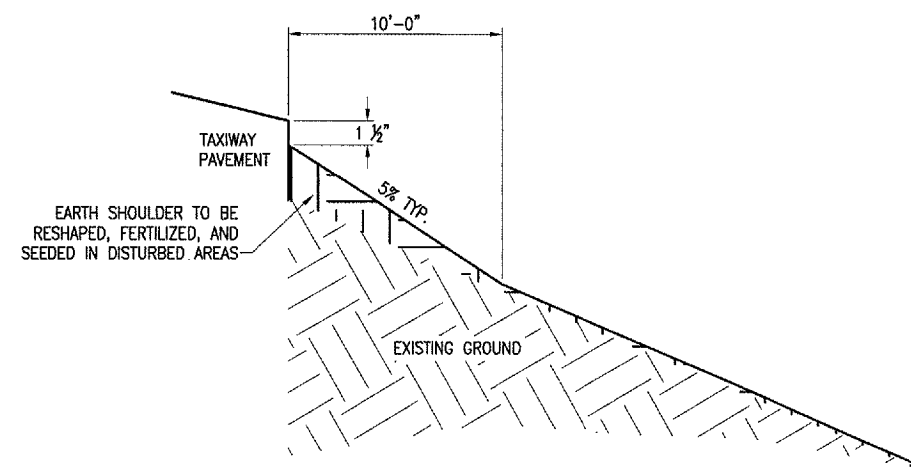
- ① PROPOSED AR401: BITUMINOUS SURFACE COURSE - 4" (2 LIFTS)
 - ② PROPOSED AR603: BITUMINOUS TACK COAT (RATE PER SPECIFICATION)
 - ③ PROPOSED AR603: BITUMINOUS TACK COAT (RATE PER SPECIFICATION)
 - ④ EXISTING AR401: BITUMINOUS SURFACE COURSE - 2"
 - ⑤ EXISTING AR201: BITUMINOUS BASE COURSE - 3"-12" VARIABLE DEPTH
 - ⑥ EXISTING AR201: BITUMINOUS BASE COURSE - 1"-10" VARIABLE DEPTH
 - ⑦ EXISTING AR501: PCC PAVEMENT - 9"
 - ⑧ EXISTING AR154: GRANULAR BLANKET COURSE - 7"
 - ⑨ EXISTING GROUND
- BITUMINOUS MILLING - VARIABLE 3" TO 5"



EXISTING TAXIWAY PAVEMENT - TYPICAL SECTION

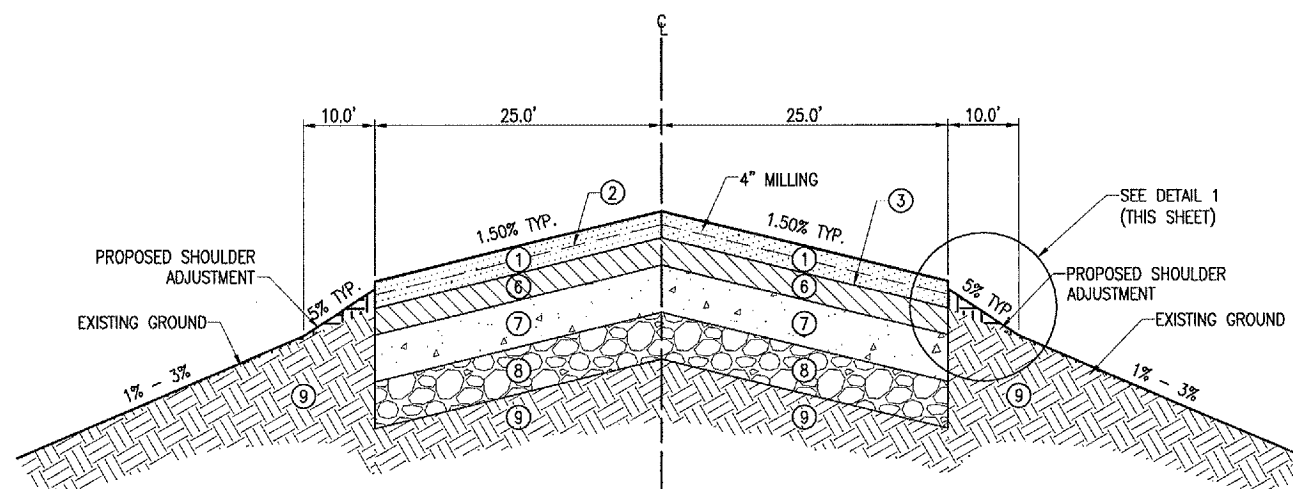
"NOT TO SCALE"

TAXIWAY "A" STA. 15+00 TO STA. 19+25
TAXIWAY "C" STA. 131+75 TO STA. 139+35



DETAIL 1

EARTH SHOULDER



PROPOSED TAXIWAY PAVEMENT - TYPICAL SECTION

"NOT TO SCALE"

TAXIWAY "A" STA. 15+00 TO STA. 19+25
TAXIWAY "C" STA. 131+75 TO STA. 139+35

NOTE:

THE CONTRACTOR WILL REGRADE, SEED AND FERTILIZE THE DISTURBED EARTH SHOULDER. THE GRADING SHALL SHAPE THE EARTH SHOULDER TO CONFORM TO THE EARTH SHOULDER DETAIL. FERTILIZING AND SEEDING SHALL BE ACCOMPLISHED IN ACCORDANCE TO SPECIFICATION ITEM AR901510.
NO ADDITIONAL PAYMENT FOR THE GRADING AND SEEDING ITEM WILL BE MADE TO THE CONTRACTOR. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE BID AMOUNT PER TON FOR THE BITUMINOUS SURFACE COURSE.
ANY TURF AREAS DISTURBED BY THE CONTRACTOR WILL BE RESHAPED, FERTILIZED AND SEEDED ACCORDING TO THE ABOVE PARAGRAPH.

DATE	REVISION	BY



DECATUR, ILLINOIS

IL PROJ.: DEC-3667 A.I.P. PROJ.: 3-17-0033-30

HEL Project No. 802-07RWY	CCC	12/01/06
Drawings R-521TYP.DWG	CCC	12/01/06
Scale N/A	CCC	12/01/06
Date 12/01/06	WJM/RAW	12/15/06
LAYOUT		
DRAWN		
REVIEWED		

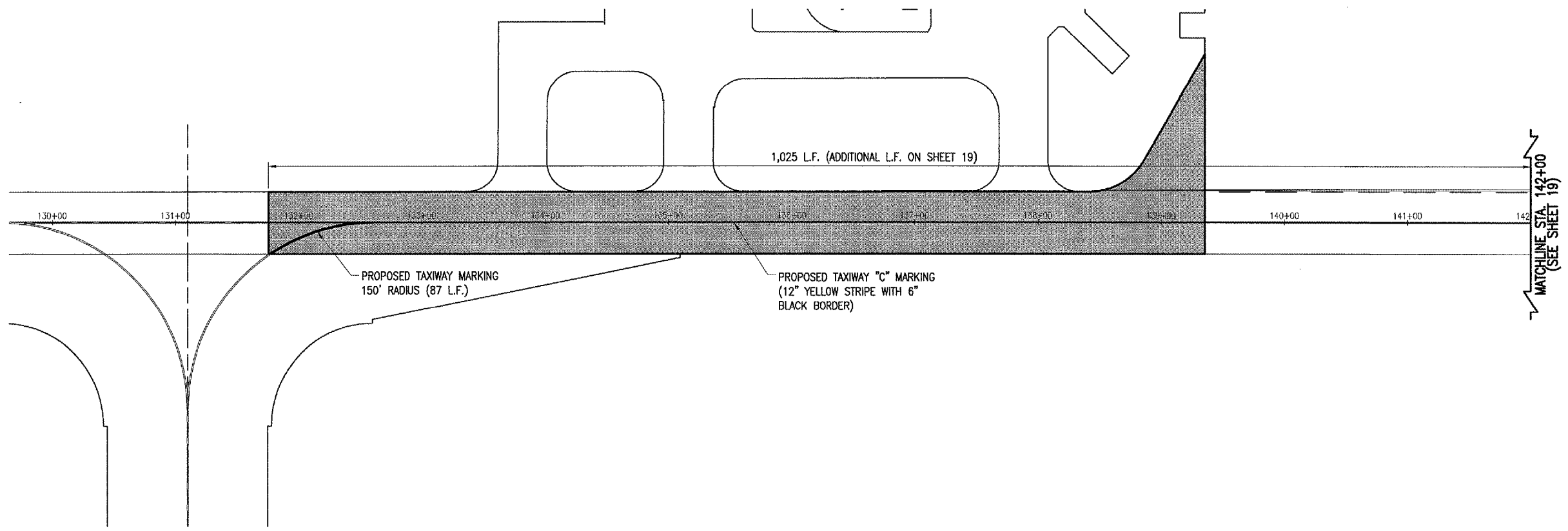


Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
TYX A & C RECONSTRUCTION EXISTING & PROPOSED TYPICAL SECTIONS

PAVEMENT MARKING-WATERBORNE - AR620520			
WORK ITEM	MARKING COLOR	TOTAL AREA (S.F.)	AS-BUILT QUANTITY
TAXIWAY "C" MARKING	YELLOW	1,497	.
	TOTAL	1,497	.

PAVEMENT MARKING-BLACK BORDER - AR620525			
WORK ITEM	MARKING COLOR	TOTAL AREA (S.F.)	AS-BUILT QUANTITY
TAXIWAY "C" MARKING	BLACK	1,497	.
	TOTAL	1,497	.



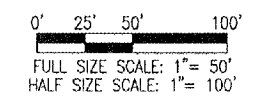
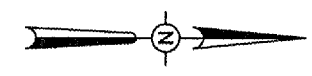
MARKING NOTES

- THE TAXIWAY CENTERLINE STRIPE WILL BE SOLID AND YELLOW IN COLOR.
- ALL PROPOSED MARKING WILL BE LOCATED AS SHOWN ON THIS SHEET.
- ALL YELLOW WILL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIFICATIONS.
- CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.
- ALL PROPOSED MARKING ON EXISTING PCC AND PROPOSED BITUMINOUS PAVEMENT SHALL HAVE A 6 INCH WIDE (MIN.) BLACK BORDER.
- BLACK BORDER WILL NOT REQUIRE REFLECTIVE MEDIA.
- ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS AT A RATE OF 115 S.F./GAL. MAXIMUM PER THE SUPPLEMENTAL SPECIFICATIONS.
- ALL PROPOSED MARKING ITEMS WILL BE PAID FOR AS FOLLOWS:
 AR620520 "PAVEMENT MARKING-WATERBORNE" - PER SQ. FT.
 AR620525 "PAVEMENT MARKING-BLACK BORDER" - PER SQ. FT.

LEGEND

EXISTING PAVEMENT

PROPOSED BITUMINOUS PAVEMENT



DATE	REVISION	BY

DECATUR AIRPORT
 DECATUR, ILLINOIS

IL PROJ.: DEC-3667 A.I.P. PROJ.: 3-17-00333-30

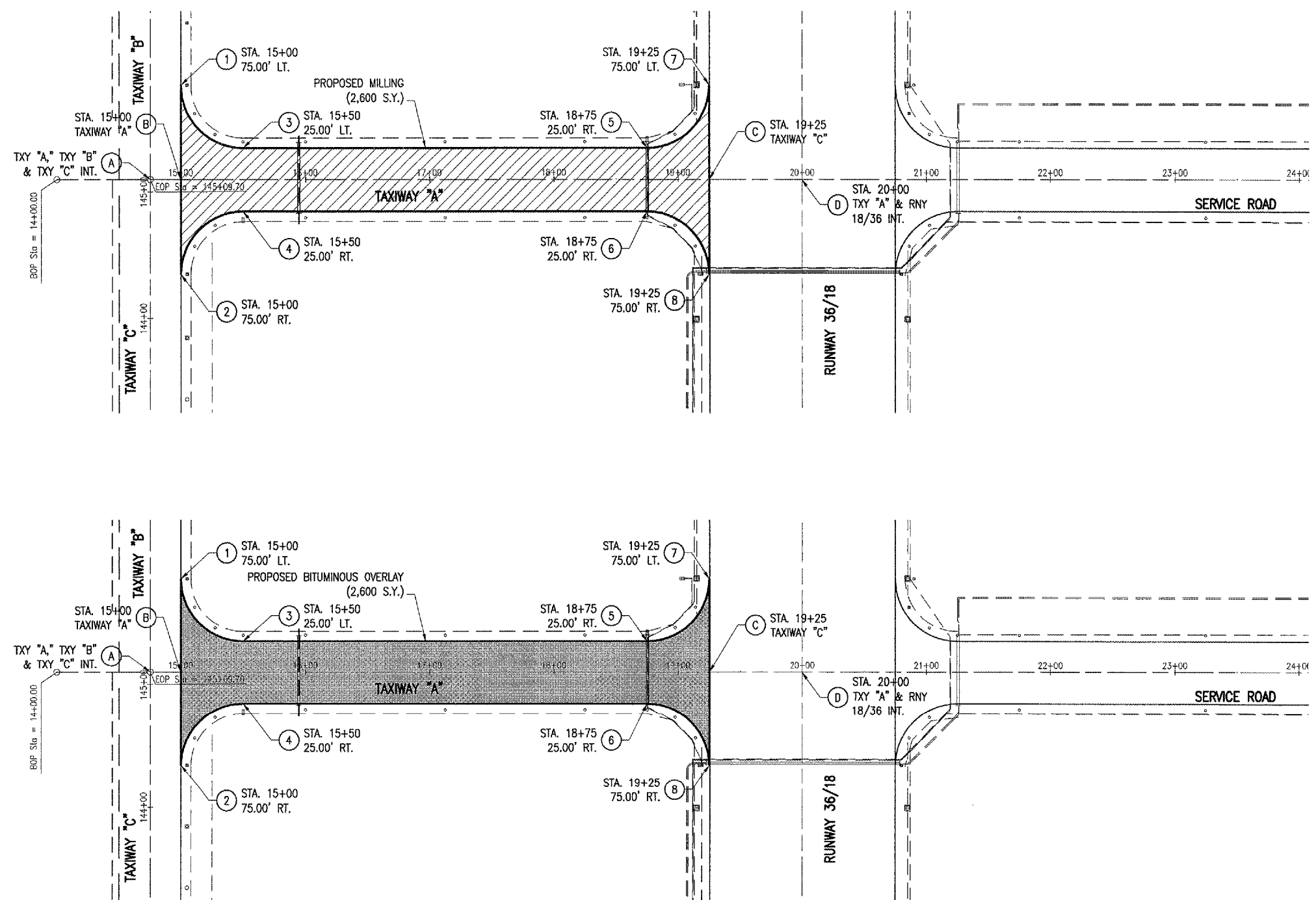
DESIGNED BY: 802-07RWY	DATE: 12/01/06
DRAWN BY: R-151MRK.DWG	DATE: 12/01/06
CHECKED BY: WJM/RAW	DATE: 12/15/06

HANSON
 Professional Services Inc.
 1525 South State Street
 Springfield, Illinois 62703-2886
 Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
 TAXIWAY C RECONSTRUCTION
 PROPOSED MARKING PLAN

MAR 16, 2007 1:43 PM RAW
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MAR 16, 2007 1:41 PM RAW
 I:\AIRPORTS\DECATUR\802-07RWY\AIRPORT\SHETS\R-121 CON.DWG - Taxiway A



BITUMINOUS PAVEMENT MILLING (AR401650)

DE067

THE DESIGNATED MILLING AREAS ON THIS SHEET WILL BE CUT OR TRIMMED. THE TOP 4" (INCHES) OF THE EXISTING BITUMINOUS SURFACE/BASE COURSE MATERIAL WILL BE REMOVED BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE SPECIAL PROVISIONS FOR BITUMINOUS SURFACE COURSE, 401-4.14 SURFACE TEST OF STANDARD SPECIFICATIONS.

WHERE THE BITUMINOUS SURFACING MATCHES EXISTING PAVEMENT, THE EXISTING PAVEMENT WILL BE SAWS IF A VERTICAL FACE IS NOT ACHIEVED BY THE MILLING OPERATIONS. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

UTILITIES

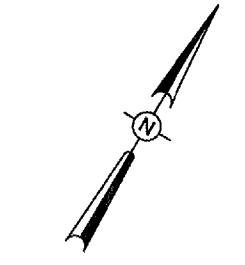
ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

BITUMINOUS SURFACE COURSE NOTES:

- THE BITUMINOUS MIX FOR THIS PROJECT SHALL COMPLY WITH ITEM AR401003 BITUMINOUS SURFACE COURSE - METHOD I, SUPERPAVE AS STATED IN THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- IN TABLE 2 SUPERPAVE DESIGN CRITERIA TRAFFIC MIXTABLE, USE CRITERIA FOR AIRCRAFT OVER 60,000 FOR RUNWAY AND TAXIWAY.

LEGEND

- EXISTING PAVEMENT
- PROPOSED MILLING
- PROPOSED BITUMINOUS PAVEMENT
- EXISTING ELECTRICAL CABLE
- EXISTING BASE MOUNT RUNWAY LIGHT
- EXISTING BASE MOUNT TAXIWAY LIGHT
- EXISTING STAKE MOUNT TAXIWAY LIGHT
- EXISTING TAXIWAY GUIDANCE SIGN



0' 25' 50' 100'
 FULL SIZE SCALE: 1" = 50'
 HALF SIZE SCALE: 1" = 100'

COORDINATE DATA - TXY "A" CENTERLINE

ID.	STATION	OFFSET	NORTHING	EASTING
A	14+75.00	C	1153960.9157	831824.1181
B	15+00.00	C	1153961.1671	831849.1168
C	19+25.00	C	1153965.1255	832274.0984
D	20+00.00	C	1153965.8224	832348.7399

COORDINATE DATA - TAXIWAY "A"

NO.	STATION	OFFSET	NORTHING	EASTING
1	15+00.00	75' LT.	1154036.1636	831848.4183
2	15+00.00	75' RT.	1153886.2007	831849.8151
3	15+50.00	25' LT.	1153986.6345	831898.8865
4	15+50.00	25' RT.	1153936.6339	831899.3475
5	18+75.00	25' LT.	1153989.6587	832223.8677
6	18+75.00	25' RT.	1153939.6609	832224.3332
7	19+25.00	75' LT.	1154040.1223	832273.3998
8	19+25.00	75' RT.	1153890.1288	832274.7969

SCOPE OF WORK

THE WORK CONSISTS OF THE RECONSTRUCTION OF TAXIWAY A BETWEEN STA. 15+00 AND STA. 19+25. THE WORK INCLUDES MILLING, ASPHALT PAVING, EARTH SHOULDERS, SEEDING, MULCHING, AND TAXIWAY MARKING.

QUANTITIES - PAVEMENT

ITEM No.	DESCRIPTION	UNIT	QUANTITY	AS BUILT QUANTITY
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	500	
AR401610	BITUMINOUS SURFACE COURSE	TON	598	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	2,600	
AR603510	BITUMINOUS TACK COAT	GAL.	780	

CLEAN & SEAL BITUMINOUS CRACK NOTES

FOLLOWING A VISUAL SURVEY OF THE EXISTING PAVEMENT SURFACE, A PROPOSED PLAN QUANTITY OF 500 LINEAR FEET OF CRACK CLEANING AND SEALING WAS ESTABLISHED. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS DESCRIBED IN THE RECURRING SPECIAL PROVISIONS, DATED JULY 1 2004.

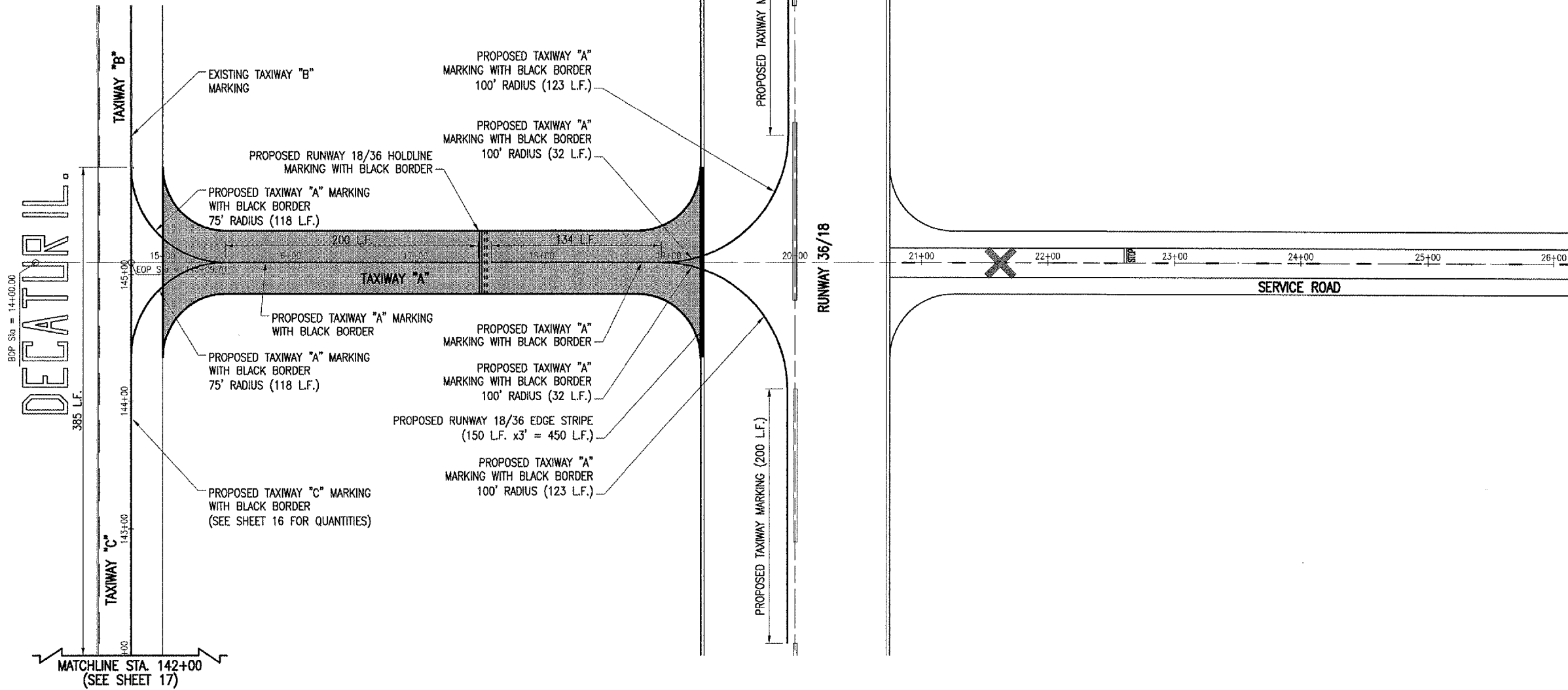
THIS ITEM OF WORK WILL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT OF CLEANING AND SEALING CRACKS, COMPLETE; WHICH PRICE AND PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR ALL ROUTING, CLEANING, PREPARATION AND DISPOSAL OF ALL LOOSE MATERIALS; AND FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM:
 AR201661 "CLEAN & SEAL BITUMINOUS CRACKS" - PER L.F.

DATE	REVISION								
DECATUR, ILLINOIS <small>Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2868 Offices Nationwide</small>									
RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C TAXIWAY A RECONSTRUCTION PROPOSED CONSTRUCTION PLAN									
18									
ILL. Project No. 802-07RWY Drawing R-121CON.DWG Scale 1"=50' Date 12/01/06 LAYOUT CCC 12/01/06 DRAWN CCC 12/01/06 REVIEWED WJM/RAW 12/15/06 A.I.P. PROJ.: 3-17-0033-30 ILL. PROJ.: DEC-3667									

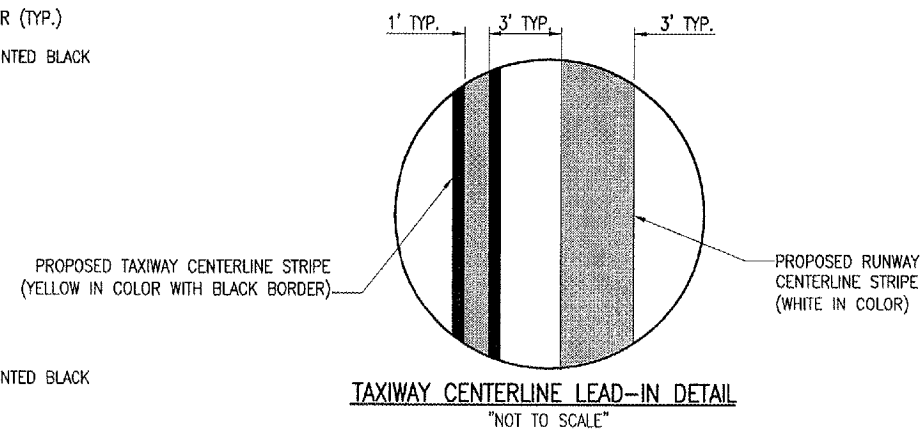
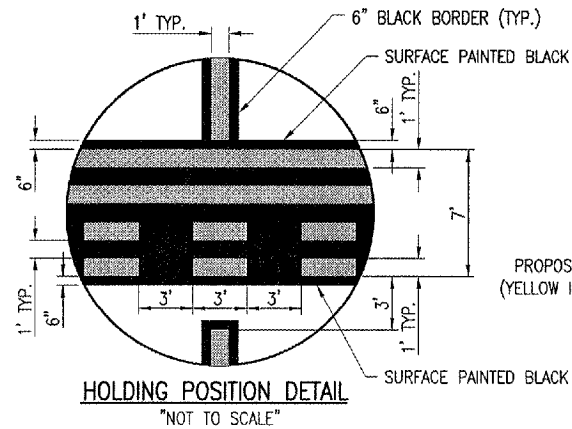
PAVEMENT MARKING-WATERBORNE - AR620520			
WORK ITEM	MARKING COLOR	TOTAL AREA (S.F.)	AS-BUILT QUANTITY
RUNWAY 18/36 EDGE STRIPE	WHITE	450	.
RUNWAY 18/36 HOLDLINE	YELLOW	152	.
TAXIWAY "A" MARKING	YELLOW	1,280	.
TOTAL		1,882	.

PAVEMENT MARKING-BLACK BORDER - AR620525			
WORK ITEM	MARKING COLOR	TOTAL AREA (S.F.)	AS-BUILT QUANTITY
RUNWAY 18/36 EDGE STRIPE	BLACK	150	.
RUNWAY 18/36 HOLDLINE	BLACK	248	.
TAXIWAY "A" MARKING	BLACK	1,280	.
TOTAL		1,678	.



MARKING NOTES

- ALL RUNWAY EDGE STRIPE MARKING WILL BE SOLID AND WHITE IN COLOR.
- THE TAXIWAY CENTERLINE STRIPE, AND HOLDING POSITION MARKING WILL BE SOLID AND YELLOW IN COLOR. THE HOLDING POSITION MARKINGS WILL BE AS SPECIFIED IN THE DETAILS SHOWN ON THIS SHEET.
- ALL PROPOSED MARKING WILL BE LOCATED AS SHOWN ON THIS SHEET.
- ALL YELLOW & WHITE PROPOSED MARKING WILL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIFICATIONS.
- CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.
- ALL PROPOSED MARKING ON EXISTING PCC, PROPOSED BITUMINOUS PAVEMENT AND HOLDING LINES SHALL HAVE A 6 INCH WIDE (MIN.) BLACK BORDER.
- BLACK BORDER WILL NOT REQUIRE REFLECTIVE MEDIA.
- ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS AT A RATE OF 115 S.F./GAL. MAXIMUM PER THE SUPPLEMENTAL SPECIFICATIONS.
- ALL PROPOSED MARKING ITEMS WILL BE PAID FOR AS FOLLOWS:
 AR620520 "PAVEMENT MARKING-WATERBORNE" - PER SQ. FT.
 AR620525 "PAVEMENT MARKING-BLACK BORDER" - PER SQ. FT.



LEGEND

EXISTING PAVEMENT

PROPOSED BITUMINOUS PAVEMENT

0' 25' 50' 100'

FULL SIZE SCALE: 1" = 50'
 HALF SIZE SCALE: 1" = 100'

DATE	REVISION	BY

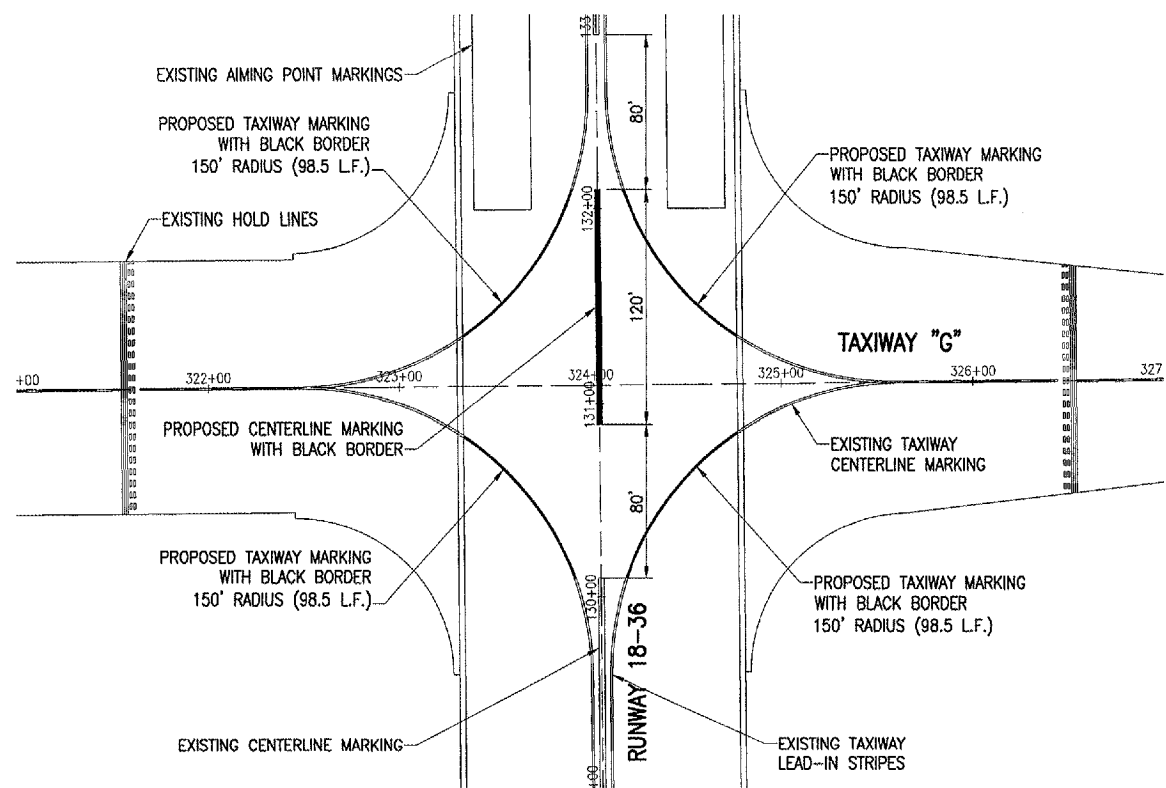
DECATUR AIRPORT
 DECATUR, ILLINOIS
 ILL. PROJ.: DEC-3667 A.I.P. PROJ.: 3-17-0033-30

PROJECT NO.	DATE	LAYOUT	CCC	12/01/06
802-07RWY	12/01/06	CCC	CCC	12/01/06
ENGINEER: R-151MRK.DWG		WJM/RAW	WJM/RAW	12/15/06
SCALE: 1"=50'				

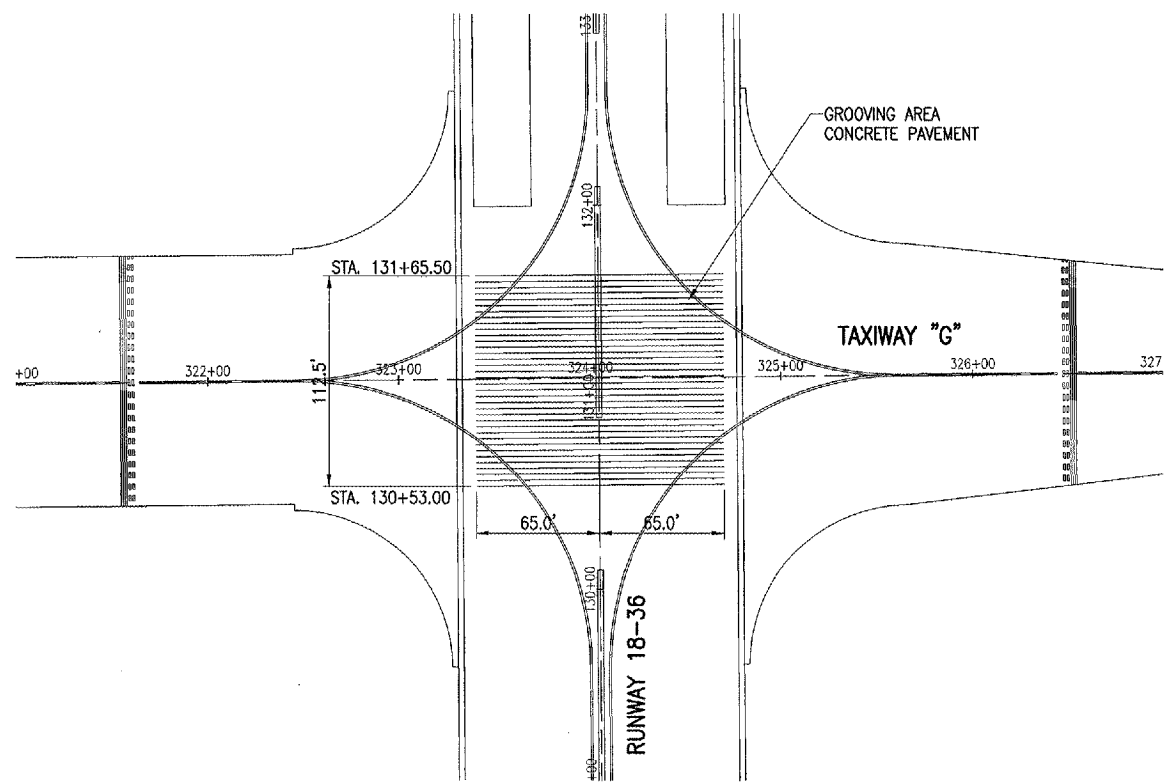
HANSON
 Professional Services Inc.
 1525 South Sixth Street
 Springfield, Illinois 62703-2886
 Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
 TAXIWAY A RECONSTRUCTION
 PROPOSED MARKING PLAN

MAR 16, 2007 1:43 PM RAW
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PROPOSED MARKING PLAN
 SCALE: 1" = 50'



PROPOSED GROOVING PLAN
 SCALE: 1" = 50'

MARKING NOTES

ALL PROPOSED RUNWAY MARKING (EXCEPT BLACK BORDER) SHALL BE SOLID AND WHITE IN COLOR.
 ALL PROPOSED TAXIWAY MARKING (EXCEPT BLACK BORDER) SHALL BE SOLID, 1 FOOT IN WIDTH, AND YELLOW IN COLOR.
 THE RUNWAY CENTERLINE SHALL BE 3 FEET WIDE BY 120 FEET IN LENGTH AND SPACED AS SHOWN ON THE PLANS.
 ALL PROPOSED MARKING WILL BE APPLIED WITH A REFLECTIVE MEDIA ON THE SECOND APPLICATION. CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.
 ALL PROPOSED MARKING ON EXISTING PCC AND BITUMINOUS PAVEMENT SHALL HAVE A 6 INCH WIDE (MIN.) BLACK BORDER.
 BLACK BORDER WILL NOT REQUIRE REFLECTIVE MEDIA.
 ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS AT A RATE OF 115 S.F./GAL. MAXIMUM PER THE SUPPLEMENTAL SPECIFICATIONS.

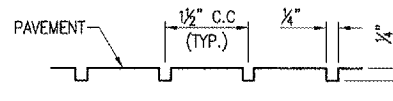
PAVEMENT MARKING-WATERBORNE - AR620520				
WORK ITEM	MARKING COLOR	UNIT AREA	NUMBER REQUIRED	TOTAL AREA (S.F.)
RUNWAY 18-36 CENTERLINE STRIPE	WHITE	360	1	360
TAXIWAY LEAD-IN STRIPES	YELLOW	98.5	4	394
TOTAL				754

PAVEMENT MARKING-BLACK BORDER - AR620525				
WORK ITEM	MARKING COLOR	UNIT AREA	NUMBER REQUIRED	TOTAL AREA (S.F.)
RUNWAY 18-36 CENTERLINE STRIPE	BLACK	124	1	124
TAXIWAY LEAD-IN STRIPES	BLACK	98.5	4	394
TOTAL				518

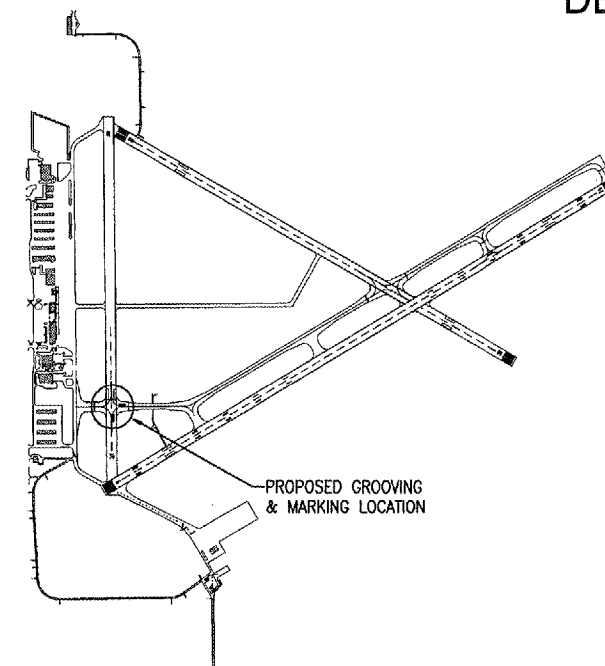
GROOVING NOTES

THE PROPOSED GROOVES WILL BE CUT PERPENDICULAR TO THE RUNWAY CENTERLINE AND WILL TERMINATE 10' FROM THE RUNWAY PAVEMENT EDGE.
 RUNWAY 18/36 WILL BE GROOVED CONTINUOUSLY FROM STATION 130+53 TO STATION 131+64.
 THE GROOVES WILL BE 1/4" WIDE, 1/4" DEEP, AND PLACED 1 1/2" CENTERS.
 ALL SOLID MATERIALS GENERATED FROM GROOVING OPERATIONS WILL BE PICKED UP AND HAULED TO A LOCATION OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.
 NO MATERIAL WHICH IS HARMFUL TO VEGETATION WILL BE FLUSHED FROM THE GROOVED PAVEMENT ONTO THE TURFED SHOULDER, BUT WILL BE PICKED UP AND HAULED TO A LOCATION OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.
 AT THE END OF EACH WORK DAY, THE RUNWAY WILL BE FLUSHED, CLEANED, AND CLEARED OF ALL MATERIAL GENERATED BY THE GROOVING OPERATION.
 PAVEMENT GROOVING WILL BE PAID FOR UNDER ITEM:
 AR501540 "PCC PAVEMENT GROOVING" PER S.Y.

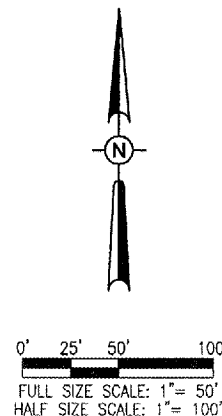
PAVEMENT GROOVING - RUNWAY 18-36			
ITEM No.	DESCRIPTION	UNIT	TOTAL
AR501540	PCC PAVEMENT GROOVING	S.Y.	1,625



GROOVING DETAIL
 "NOT TO SCALE"



KEY MAP
 "NOT TO SCALE"



DATE	REVISION	BY

ILL. PROJ.: DEC-3667
 A.I.P. PROJ.: 3-17-0033-30

 HANSON
 DECATUR, ILLINOIS

REV.	DATE	BY	DESCRIPTION

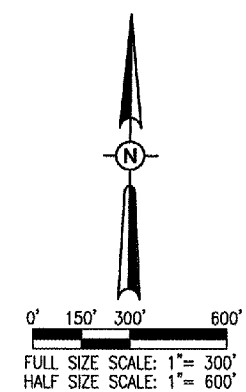
HANSON
 Hanson Professional Services Inc.
 1535 S. State St.
 Springfield, Illinois 62762-2886
 Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
 RUNWAY 18-36 PROPOSED MARKING AND GROOVING PLAN

MAR 16, 2007 1:44 PM RAW
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QUANTITIES - (THIS SHEET)				
ITEM No.	DESCRIPTION	UNIT	QUANTITY	AS BUILT QUANTITY
AR125470	MODIFY EXISTING SIGN PANEL	EACH	14	
AR800401	ADD 1 MODULE WITH SIGN BASE EXTENSION	EACH	5	

PER FAA AC 150/5340-30B DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS, A SAFETY GROUND MUST BE INSTALLED AT EACH LIGHT FIXTURE. A SAFETY GROUND SHALL BE INSTALLED AT EACH STAKE MOUNTED LIGHT AND EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS. THE SAFETY GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR CONNECTED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 3/8-INCH DIAMETER BY 8-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD. SEE ELECTRICAL DETAIL SHEETS FOR ADDITIONAL INFORMATION ON THIS REQUIREMENT.



NOTE

- FOR SIGNS NOTED TO BE MODIFIED, THE CONTRACTOR WILL ORDER THE INDIVIDUAL PANELS OR FULL PANELS, WHICH EVER IS REQUIRED, TO INSTALL INTO THE SIGN TO HAVE THE FACE OF THE SIGN READ AS STATED FOR THE PROPOSED SIDE A AND SIDE B IN THE GUIDANCE SIGN DATA TABLE.
- FOR SIGNS NOTED TO BE EXTENDED AND MODIFIED, THE CONTRACTOR WILL EXTEND THE SIGN BASE TO ACCOMMODATE THE ADDITIONAL MODULE NECESSARY FOR PLACEMENT OF THE SIGN PANEL CHANGES PROPOSED. THE SIGN EXTENSION WILL INCLUDE THE INSTALLATION OF THE ADDITIONAL MODULE AND SIGN PANEL MODIFICATIONS AND PAID FOR UNDER ITEM AR800401 - ADD 1 MODULE WITH SIGN BASE EXTENSION, PER EACH. THE ORDER THE INDIVIDUAL PANELS OR FULL PANELS, WHICH EVER IS REQUIRED, TO INSTALL INTO THE SIGN TO HAVE THE FACE OF THE SIGN READ AS STATED FOR THE PROPOSED SIDE A AND SIDE B IN THE GUIDANCE SIGN DATA TABLE.
- BOTH STANDARD (LUMACURVE) AND AGM SIGNS EXIST ON THE AIRFIELD. THE CONTRACTOR WILL VERIFY THE SIGN MANUFACTURER. THE CONTRACTOR WILL REMOVE THE EXISTING SIGN PANELS AND TURN THEM OVER TO THE AIRPORT.
- REMOVED SIGNS, TRANSFORMERS, AND SIGN PANELS WILL BE TURNED OVER TO THE AIRPORT DIRECTOR. PROVIDING THE DIRECTOR DOES NOT WANT THE SALVAGED MATERIALS, THE CONTRACTOR WILL DISPOSE OF THE MATERIALS.
- ALL DISTURBED AREAS, AS A RESULT OF THE REMOVALS, WILL BE REGRADED, HOLES FILLED WITH TOP SOIL MATERIAL, SMOOTH GRADED, SEEDED AND FERTILIZED ACCORDING TO SPECIFICATION ITEM: AR901510.
- PAYMENT FOR THESE ITEMS OF WORK WILL BE AS FOLLOWS:
AR125470 "MODIFY EXISTING SIGN PANEL" _____ PER EACH.
AR800401 "ADD 1 MODULE WITH SIGN BASE EXTENSION" _____ PER EACH.

GUIDANCE SIGN LEGEND

- A** LOCATION SIGN - YELLOW ON BLACK, L-858L
- 18-36** MANDATORY SIGN - WHITE ON RED, L-858R
- ← A →** DESTINATION AND DIRECTION SIGN - BLACK ON YELLOW
- A** EXISTING GUIDANCE SIGN
- A** PROPOSED MODIFIED OR EXTENDED/MODIFIED GUIDANCE SIGN

SIGN/TAG NUMBER	SIDE A		SIDE B		LETTER SIZE	COMMENTS
	EXISTING	PROPOSED	EXISTING	PROPOSED		
①	G →	BLANK	← C B →	← A A1 A →	12"	TO BE MODIFIED, EXTENDED BY 1 (ONE) MOD
②	A 18-36	A1 18-36	APRON ↑	BLANK	12"	TO BE MODIFIED, EXTENDED BY 1 (ONE) MOD
⑦	B	A	B 12-30 ↑ 18-36 ↓	A 12-30 ↑ 18-36 ↓	12"	TO BE MODIFIED
⑨	← A B C ↑	← A1 A A ↑	B	A	12"	TO BE MODIFIED, EXTENDED BY 1 (ONE) MOD
⑩	C	A	C B ↑ A →	A ↑ A A1 →	12"	TO BE MODIFIED, EXTENDED BY 1 (ONE) MOD
⑬	C 18-36 R 24-6	A 18-36 R 24-6	C	A	12"	TO BE MODIFIED
⑳	18	NO CHANGE	∟ B	∟ A	12"	TO BE MODIFIED
㉑	A →	A1 →	BLANK	NO CHANGE	12"	TO BE MODIFIED, EXTENDED BY 1 (ONE) MOD
⑳	BLANK	NO CHANGE	← A	← A1	12"	TO BE MODIFIED
㉓	C ↓	A ↓	36	NO CHANGE	12"	TO BE MODIFIED
㉕	BLANK	NO CHANGE	← C G C →	← A G A →	12"	TO BE MODIFIED
㉖	← G C	← G A	APRON ↑	A APRON ↑	12"	TO BE MODIFIED
㉗	C 36-6 ↑	A 36-6 ↑	BLANK	NO CHANGE	12"	TO BE MODIFIED
㉘	BLANK	NO CHANGE	C G →	A G →	12"	TO BE MODIFIED

MAR 16, 2007 1:42 PM RAW
F:\AIRPORTS\DECATUR\802-07RWY\AIRPORT\SHEETS\R-122CON.DWG - GUIDANCE SIGN TABLE

 HANSON Hanson Professional Services Inc. 1525 South State Street Springfield, Illinois 62703-2886 Offices Nationwide	RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C PROPOSED GUIDANCE SIGN MODIFICATIONS & SIGN DATA	DECATUR, ILLINOIS A.I.P. PROJ.: 3-17-0033-30 IL PROJ.: DEC-3667	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DATE</td> <td>REVISION</td> <td>BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td>FILE NAME</td> <td>R-122CON.DWG</td> <td>DATE</td> <td>12/01/06</td> </tr> <tr> <td>SCALE</td> <td>1"=300'</td> <td>DATE</td> <td>12/01/06</td> </tr> <tr> <td>DATE</td> <td>12/01/06</td> <td>DATE</td> <td>12/15/06</td> </tr> <tr> <td>LAYOUT</td> <td>CCC</td> <td>DATE</td> <td>12/01/06</td> </tr> <tr> <td>DRAWN</td> <td>CCC</td> <td>DATE</td> <td>12/01/06</td> </tr> <tr> <td>REVIEWED</td> <td>WJM/RAW</td> <td>DATE</td> <td>12/15/06</td> </tr> </table>	DATE	REVISION	BY										FILE NAME	R-122CON.DWG	DATE	12/01/06	SCALE	1"=300'	DATE	12/01/06	DATE	12/01/06	DATE	12/15/06	LAYOUT	CCC	DATE	12/01/06	DRAWN	CCC	DATE	12/01/06	REVIEWED	WJM/RAW	DATE	12/15/06
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REVISION	DATE	BY

DECATUR, ILLINOIS
 A.I.P. PROJ.: 3-17-0033-30
 I.L. PROJ.: DEC-3667

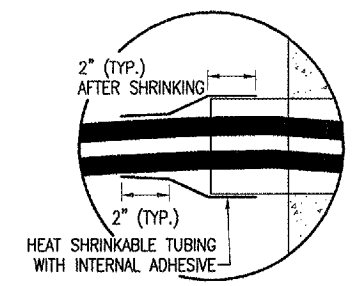
802-07RWY	03/18/05
R-541ELE.DWG	03/18/05
N/A	03/18/05
03/08/05	12/15/06
LAYOUT	RAW
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REVIEWED	RAW

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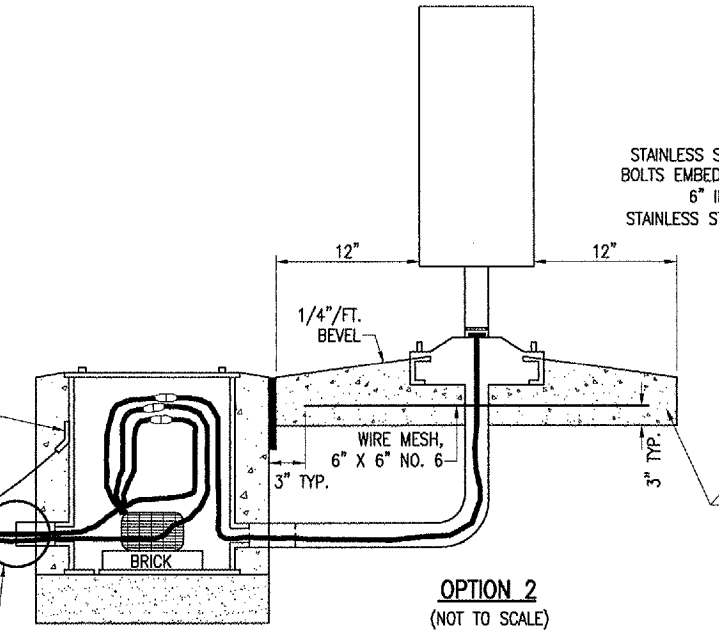
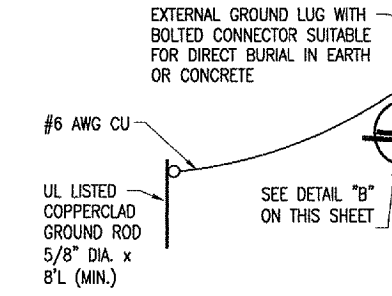
RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
 ELECTRICAL DETAILS

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

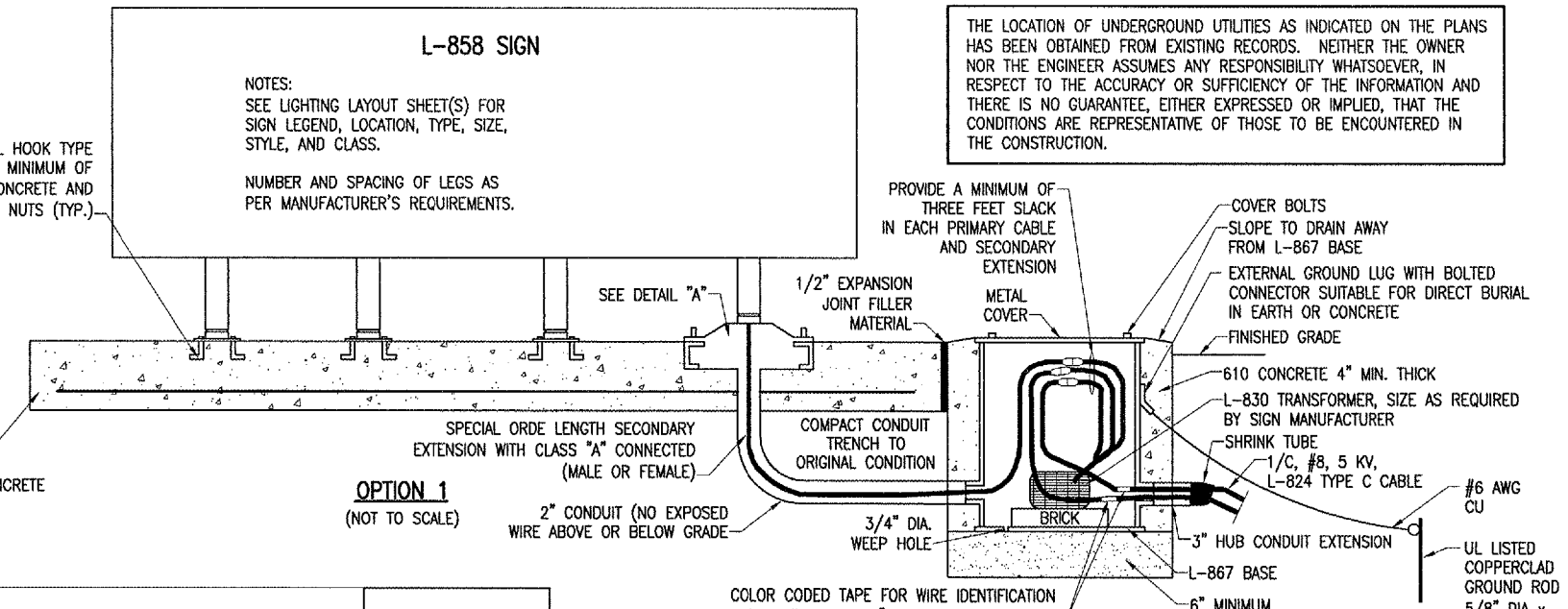
L-858 SIGN
 NOTES:
 SEE LIGHTING LAYOUT SHEET(S) FOR SIGN LEGEND, LOCATION, TYPE, SIZE, STYLE, AND CLASS.
 NUMBER AND SPACING OF LEGS AS PER MANUFACTURER'S REQUIREMENTS.



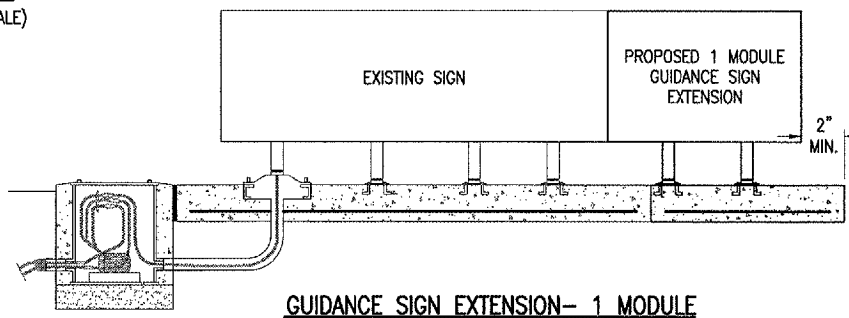
DETAIL "B"
 (NOT TO SCALE)



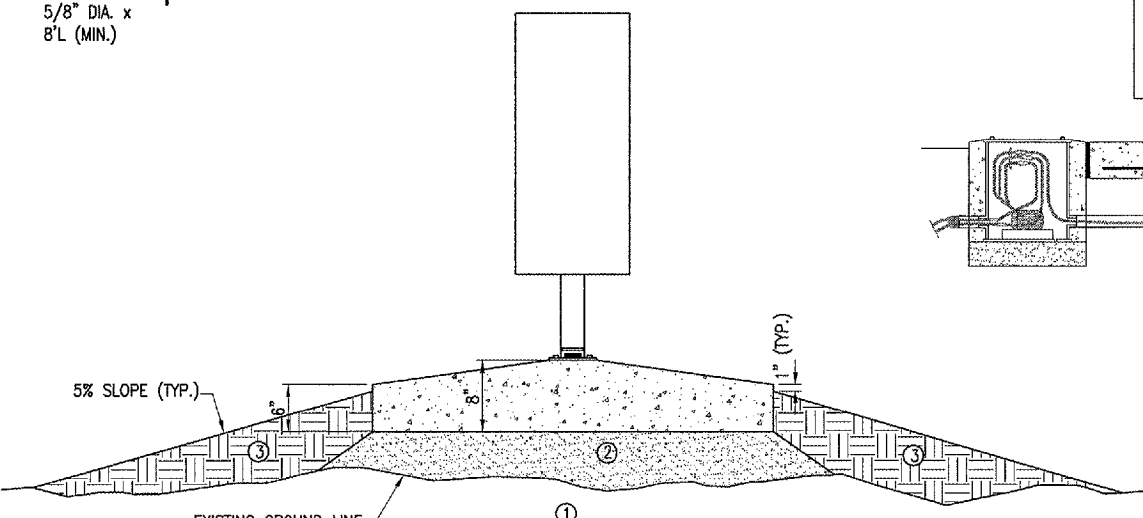
OPTION 2
 (NOT TO SCALE)



OPTION 1
 (NOT TO SCALE)



GUIDANCE SIGN EXTENSION - 1 MODULE
 (NOT TO SCALE)

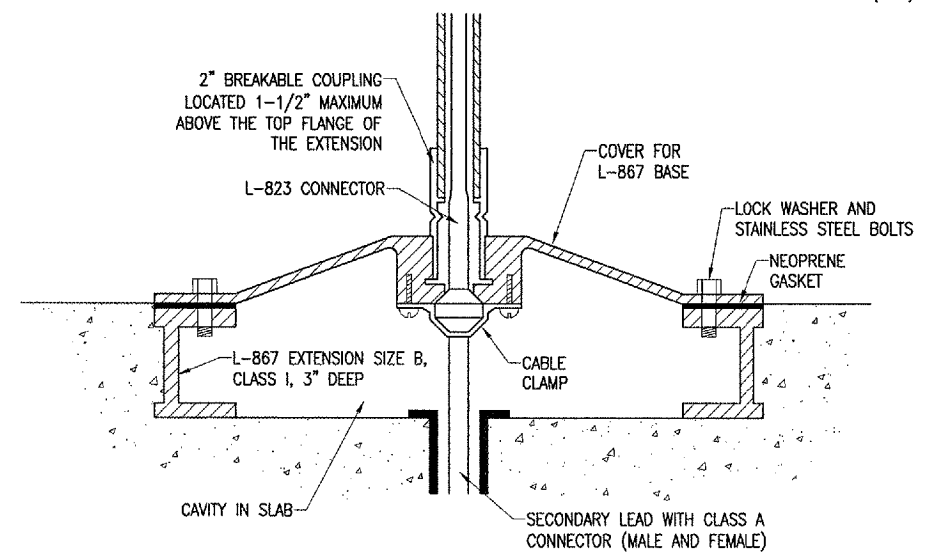


SIGN DETAIL
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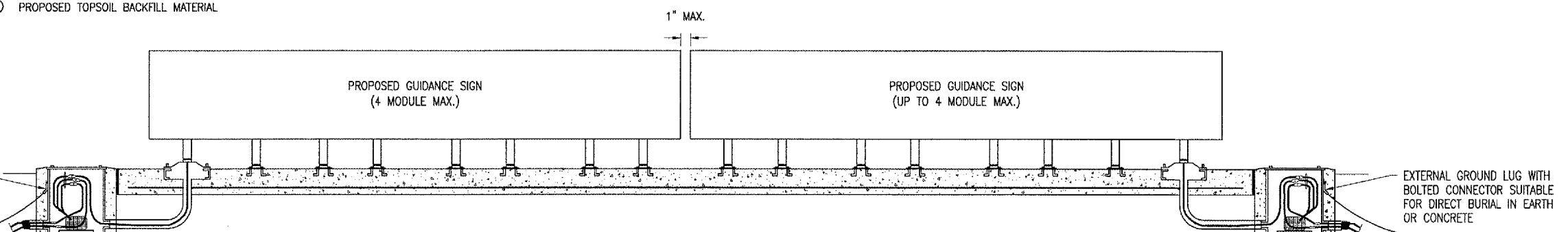
- ① EXISTING SOD TO BE STRIPPED AND REMOVED
- ② SAND BACKFILL, VARIABLE DEPTH
- ③ PROPOSED TOPSOIL BACKFILL MATERIAL

GENERAL NOTES

SEE GUIDANCE SIGN MODIFICATIONS & SIGN DATA SHEET FOR SIGN LEGEND, LOCATION, TYPE, AND SIZE.
 SEE SHEETS 24 THROUGH 25 FOR ELECTRICAL NOTES.
 NUMBER OF SIGN MODULES TO BE CONFIRMED WITH THE RESPECTIVE SIGN MANUFACTURER, FOR THE RESPECTIVE SIGN CHARACTERS.
 GROUND RODS SHALL NOT BE SPACED LESS THAN ONE ROD-LENGTH APART.

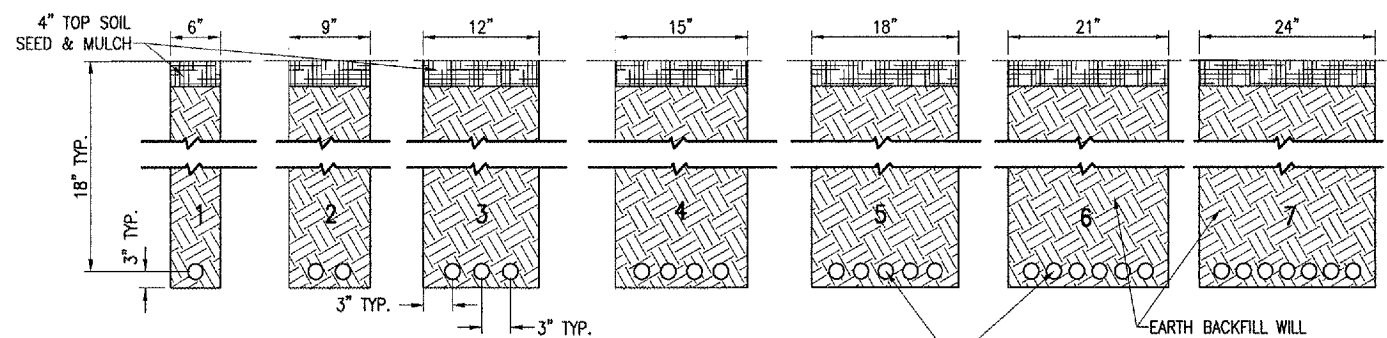


DETAIL "A"
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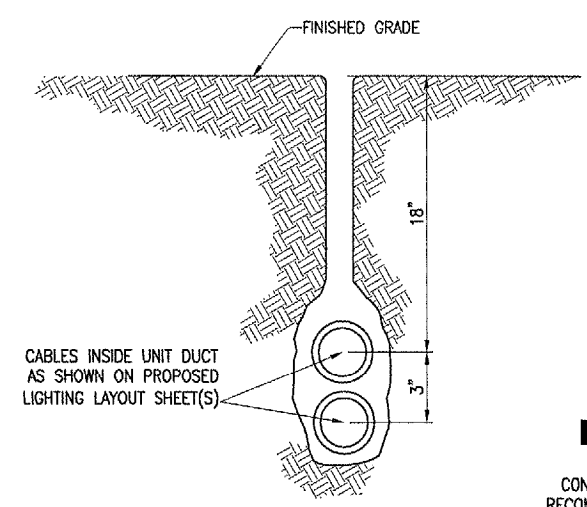


LIGHTED AIRPORT GUIDANCE SIGN WHEN TWO POWER CIRCUITS ARE REQUIRED (PLAN VIEW)
 (NOT TO SCALE)

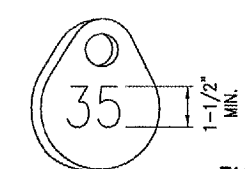
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NOTES:
 DETAIL NUMBERS INDICATE NO. OF CABLES.
 TRENCHES WITH MORE THAN SEVEN CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE; IF SPECIFIED ON PLANS TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
 DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
 ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH.

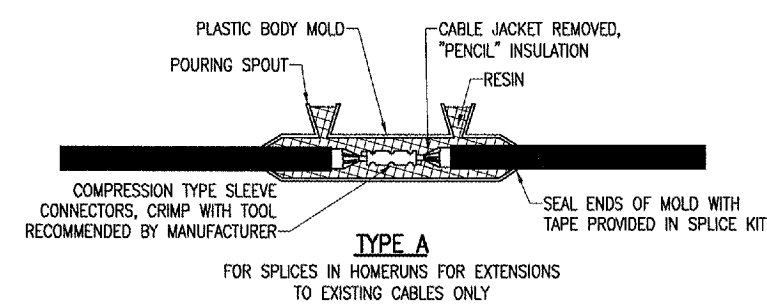


PLOWED CABLE
(NOT TO SCALE)



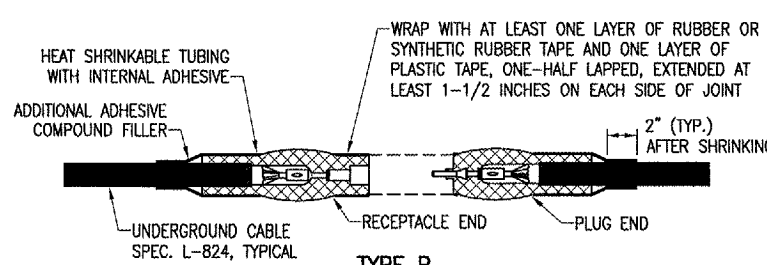
TAG DETAIL
(NOT TO SCALE)

NOTE:
 AFFIX NON-CORROSIVE TAG TO FIXTURE FACING RUNWAY WITH SET SCREW, WIRE TIE, OR METAL BAND. NUMERALS SHALL BE ENGRAVED FOR PERMANENT READABILITY.



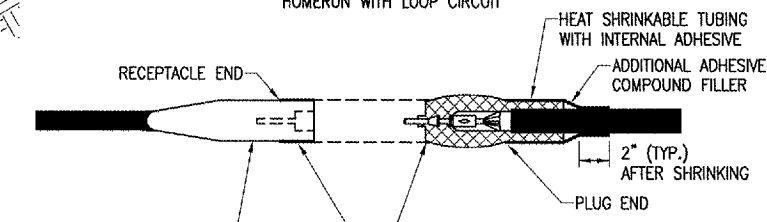
TYPE A

FOR SPLICES IN HOMERUNS FOR EXTENSIONS TO EXISTING CABLES ONLY



TYPE B

FOR SPLICES AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT



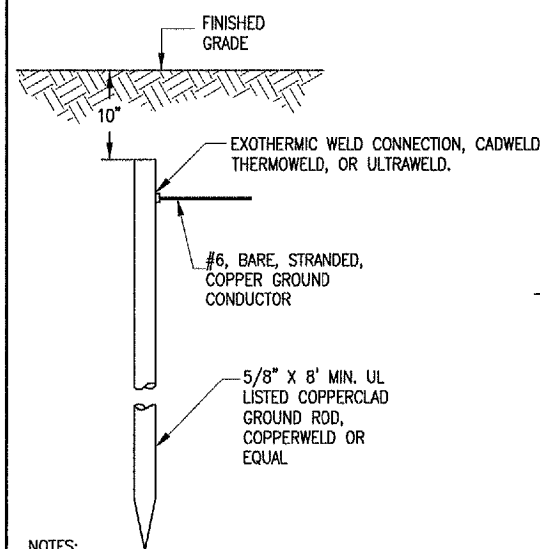
TYPE C

FOR SPLICES AT RUNWAY LIGHTS

NOTES:
 SEE PROPOSED LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE.
 INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.

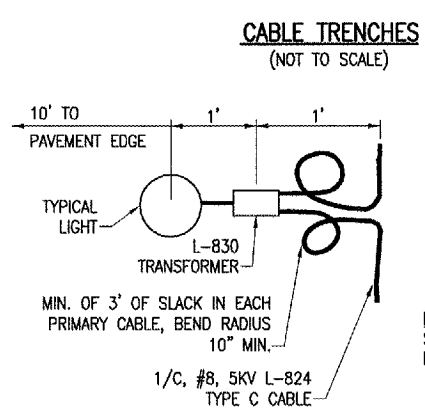
CABLE SPLICES
(NOT TO SCALE)

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

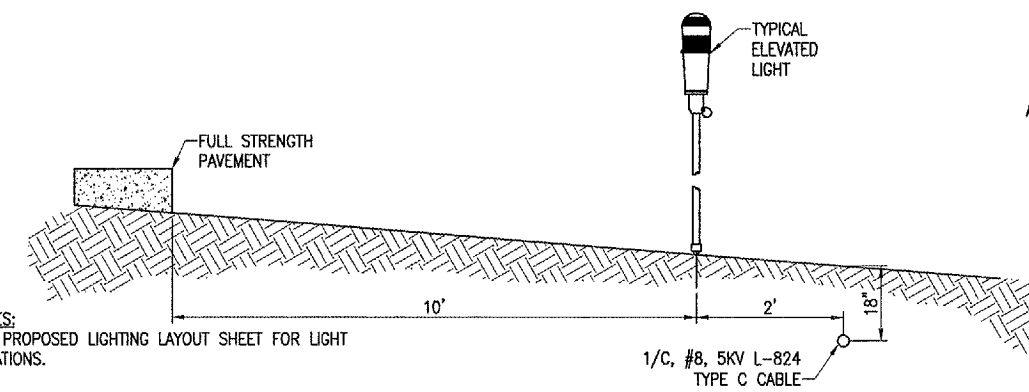


- NOTES:**
- TYPE AND MINIMUM NUMBER OF GROUND RODS SHALL BE AS SPECIFIED ON THE PLAN.
 - THE RESISTANCE TO GROUND OF THE GROUNDING SYSTEM SHALL NOT EXCEED 25 OHMS.
 - COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING GROUNDING UNLESS OTHERWISE SPECIFIED.
 - GROUND RODS SHALL NOT BE SPACED LESS THAN ONE ROD LENGTH APART.

GROUND ROD
(NOT TO SCALE)

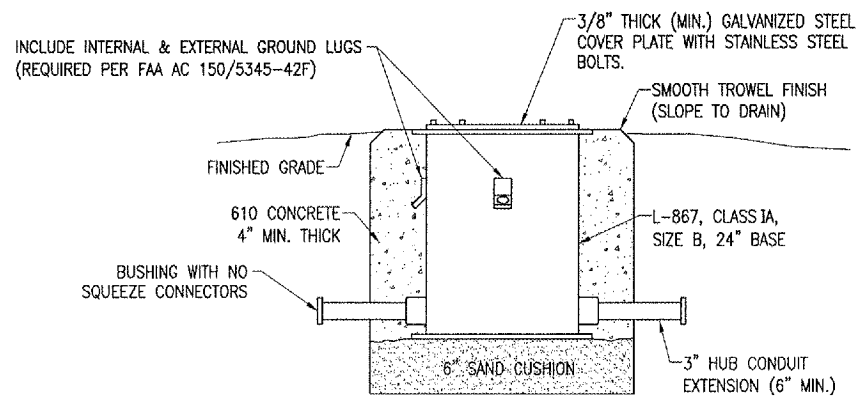


PLAN VIEW

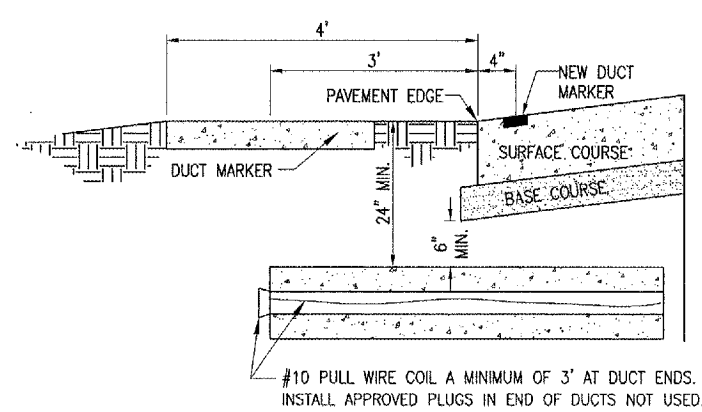


PROFILE VIEW

LIGHT AND CABLE INSTALLATION DETAIL
(NOT TO SCALE)



TRANSFORMER BASE/SPLICE CAN DETAIL
(NOT TO SCALE)



UNDERGROUND ELECTRICAL DUCT
(NOT TO SCALE)

BY	
REVISION	
DATE	

DECATUR, ILLINOIS
 A.I.P. PROJ.: 3-17-0033-30
 IL PROJ.: DEC-3667

Project No.	802-07RWY
Revision	R-541 ELE.DWG
Drawn	N/A
Scale	03/08/05
Date	
LAYOUT	CCC 03/18/05
DRAWN	CCC 03/18/05
REVIEWED	RAW 12/15/06

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RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C
 ELECTRICAL DETAILS

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GENERAL


1. THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE (LATEST RECOGNIZED VERSION) AND LOCAL REGULATIONS.
2. THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM, INCLUDING FAA APPROVED EQUIPMENT, ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
3. IN CASE THE CONTRACTOR ELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT REQUIRING ADDITIONAL WIRING, TRANSFORMERS, ADAPTORS, MOUNTINGS, ETC., TO THOSE SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATION, ANY COST FOR THESE ITEMS SHALL BE INCIDENTAL TO THE EQUIPMENT COST.
4. THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
5. WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES STYLES, CLASSES, ETC. MAY BE APPROVED.
6. ANY AND ALL INSTRUCTIONS FROM THE ENGINEER TO THE CONTRACTOR REGARDING CHANGES IN OR DEVIATIONS FROM THE PLANS AND SPECIFICATIONS SHALL BE IN WRITING WITH COPIES SENT TO THE AIRPORT SPONSOR AND THE FAA FIELD OFFICE (ADO/AFO). THE CONTRACTOR SHALL NOT ACCEPT ANY VERBAL INSTRUCTIONS FROM THE RESIDENT ENGINEER REGARDING ANY CHANGES FROM THE PLANS AND SPECIFICATIONS.
7. A MINIMUM OF THREE COPIES OF THE INSTRUCTION BOOK SHALL BE SUPPLIED WITH EACH DIFFERENT TYPE OF EQUIPMENT. THE BOOKS DESCRIBING A MORE SOPHISTICATED TYPE OF EQUIPMENT, SUCH AS REGULATORS, PAPI, REIL, ETC. AS A MINIMUM SHALL CONTAIN THE FOLLOWING:
 - A. A DETAILED DESCRIPTION OF THE OVERALL EQUIPMENT AND ITS INDIVIDUAL COMPONENTS.
 - B. THEORY OF OPERATION INCLUDING THE FUNCTION OF EACH COMPONENT.
 - C. INSTALLATION INSTRUCTIONS.
 - D. START-UP INSTRUCTIONS.
 - E. PREVENTATIVE MAINTENANCE REQUIREMENTS.
 - F. CHART FOR TROUBLE-SHOOTING.
 - G. COMPLETE POWER AND CONTROL DETAILED WIRING DIAGRAM(S), SHOWING EACH CONDUCTOR/CONNECTION/COMPONENT - "BLACK" BOXES ARE NOT ACCEPTABLE. THE DIAGRAM OF THE NARRATIVE SHALL SHOW VOLTAGE/CURRENTS/WAVE SHAPES AT STRATEGIC LOCATIONS TO BE USED WHEN CHECKING AND/OR TROUBLE-SHOOTING THE EQUIPMENT. WHEN THE EQUIPMENT HAS SEVERAL MODES OF OPERATION, SUCH AS SEVERAL BRIGHTNESS STEPS, THESE PARAMETERS SHALL BE INDICATED FOR ALL DIFFERENT MODES.
 - H. PARTS LIST WHICH WILL INCLUDE ALL MAJOR AND MINOR COMPONENTS SUCH AS RESISTORS, DIODES, ETC. IT SHALL INCLUDE A COMPLETE NOMENCLATURE OF EACH COMPONENT AND, IF APPLICABLE, THE NAME OF ITS MANUFACTURER AND THE CATALOG NUMBER.
 - I. SAFETY INSTRUCTIONS.

POWER AND CONTROL

1. STENCIL ALL ELECTRICAL EQUIPMENT TO IDENTIFY FUNCTION, CIRCUIT VOLTAGE AND PHASE. WHERE THE EQUIPMENT CONTAINS FUSES, ALSO STENCIL THE FUSE OR FUSE LINK AMPERE RATING. WHERE THE EQUIPMENT DOES NOT HAVE SUFFICIENT STENCILING AREA, THE STENCILING SHALL BE DONE ON THE WALL NEXT TO THE UNIT. THE LETTERS SHALL BE ONE INCH HIGH AND PAINTED IN WHITE OR BLACK TO PROVIDE THE HIGHEST CONTRAST WITH THE BACKGROUND.
2. COLOR CODE ALL PHASE WIRING BY THE USE OF COLORED WIRE INSULATION AND/OR COLORED TAPE. WHERE TAPE IS USED, THE WIRE INSULATION SHALL BE BLACK, BLACK AND RED SHALL BE USED FOR SINGLE-PHASE, THREE WIRE SYSTEMS AND BLACK, RED AND BLUE SHALL BE USED FOR THREE-PHASE SYSTEMS. NEUTRAL CONDUCTORS, SIZE NO. 6 AWG OR SMALLER, SHALL BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH. NEUTRAL CONDUCTORS LARGER THAN NO. 6 AWG SHALL BE IDENTIFIED EITHER BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH OR BY THE USE OF WHITE TAPE AT ITS TERMINATIONS AND INSIDE ACCESSIBLE WIREWAYS.
3. ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE SHALL BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING SHALL BE EXTENDED TO THE POINT OF UTILIZATION.
4. IN CONTROL WIRING THE SAME COLOR SHALL BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS CONTROL, ETC.
5. LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS SHALL BE INSTALLED IN SEPARATE WIREWAYS.
6. NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND JUNCTION/PULL BOXES.
7. THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND SIZE OF THE CONDUCTORS SHOWN, SHALL BE AS FOLLOWS:
 - A. IN STRAIGHT PULLS THE LENGTH OF THE BOX SHALL NOT BE LESS THAN EIGHT TIMES THE TRADE DIAMETER OF THE LARGER CONDUIT. THE TOTAL AREA (INCLUDING THE CONDUIT CROSS-SECTIONAL AREA) OF A BOX END SHALL BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END.
 - B. IN ANGLE PULLS OR 'U' PULLS THE DISTANCE BETWEEN EACH CONDUIT ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX SHALL NOT BE LESS THAN SIX (6) TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE SHALL BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL AS THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR SHALL NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT.
8. A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE DUCTS AND PULL/JUNCTION BOXES, SHALL NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS, CAST, CONDUIT TYPE OUTLETS SHALL NOT BE TREATED AS PULL/JUNCTION BOXES.
9. EQUIPMENT CABINETS SHALL NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT SHALL BE BROUGHT INTO THESE ENCLOSURES.
10. SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
11. CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) SHALL BE THERMAL-MAGNETIC MOLDED CASE, PERMANENT TRIP WITH 100 AMPERE, MINIMUM FRAME.
12. DUAL LUGS SHALL BE USED WHERE TWO (2) WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMINAL.
13. ALL WALL MOUNTED EQUIPMENT ENCLOSURES SHALL BE MOUNTED ON WOODEN MOUNTING BOARDS, AND/OR GALVANIZED STEEL STRUT SUPPORTS.
14. WOODEN EQUIPMENT MOUNTING BOARDS SHALL BE PLYWOOD, EXTERIOR TYPE, 3/4 INCH, MINIMUM, THICKNESS, BOTH SIDES PAINTED WITH ONE COAT OF PRIMER AND TWO COATS OF GRAY OIL-BASED PAINT.
15. RIGID STEEL CONDUIT SHALL BE USED THROUGHOUT THE INSTALLATION UNLESS OTHERWISE SPECIFIED. THE MINIMUM TRADE SIZE SHALL BE 3/4 INCH.
16. ALL RIGID CONDUIT SHALL BE TERMINATED AT CONSTANT CURRENT REGULATORS WITH A SECTION (10" MINIMUM) OF FLEXIBLE CONDUIT.
17. UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
18. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.
19. USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE NO. 4 AWG OR LARGER UNDERGROUND WIRE IS INSTALLED, USE INSULATED BUSHINGS.
20. USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
21. WRAP ALL PRIMARY AND SECONDARY POWER TRANSFORMER CONNECTIONS WITH SUFFICIENT LAYERS OF INSULATING TAPE AND COVER WITH INSULATING VARNISH FOR FULL VALUE OF CABLE INSULATION VOLTAGE.
22. UNLESS OTHERWISE NOTED, ALL INDOOR SINGLE CONDUCTOR CONTROL WIRING SHALL BE NO. 12 AWG. MINIMUM.
23. THE FOLLOWING SHALL APPLY TO RELAY/CONTACTOR PANELS/ENCLOSURES:
 - A. ALL COMPONENTS SHALL BE MOUNTED IN DUST PROOF ENCLOSURE(S) WITH VERTICALLY HINGED COVERS.
 - B. THE ENCLOSURE(S) SHALL HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS AND INCOMING AND INTERNAL WIRING.
 - C. ALL CONTROL CONDUCTOR TERMINATIONS SHALL BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED CLOSED-EYE TERMINATIONS, OR TERMINATIONS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.
 - D. WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING AND TERMINALS SHALL BE EXPOSED AND ACCESSIBLE WITHOUT REMOVAL OF ANY PANELS, COVERS, ETC., EXCEPT THOSE COVERING HIGH VOLTAGE COMPONENTS.
 - E. ACCESS TO, OR REMOVAL OF A CIRCUIT COMPONENT OR TERMINAL BLOCK WILL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR TERMINAL BLOCK.
 - F. EACH CIRCUIT COMPONENT SHALL BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWINGS AND ITS FUNCTION.
 - G. A COMPLETE WIRING DIAGRAM (NOT A SCHEMATIC DIAGRAM) SHALL BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM SHALL REPRESENT EACH CONDUCTOR BY A SEPARATE LINE.
 - H. THE DIAGRAM SHALL IDENTIFY EACH CIRCUIT COMPONENT AN NUMBERING AND COLOR OF EACH TERMINAL CONDUCTOR AND TERMINAL.
 - I. ALL WIRING SHALL BE NEATLY TRAINED AND LACED.
 - J. MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.

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DECATUR, ILLINOIS
A.I.P. PROJ.: 3-17-0033-30

HEI Project No. 802-07RWY	Scale N/A	Date 03/08/05	LAYOUT	CCC	03/18/05
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			REVIEWED	RAW	12/15/06



HANSON
Professional Services Inc.
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Springfield, Illinois 62703-2886
Offices Nationwide

RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C

ELECTRICAL NOTES

FIELD LIGHTING NOTES



1. UNLESS OTHERWISE NOTED, ALL UNDERGROUND FIELD POWER MULTIPLE AND SERIES CIRCUIT CONDUCTORS WHETHER DEB OR IN DUCT/CONDUIT SHALL BE FAA APPROVED L-824 TYPE. INSULATION VOLTAGE AND SIZE SHALL BE AS SPECIFIED.
2. NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND TRANSFORMERS SHALL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, REIL, PAPI, ETC.
3. THERE SHALL BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE THEY LEAVE THE UNDERGROUND (DEB OR L-867 BASES) AND WHERE THEY ENTER THE EQUIPMENT (SUCH AS TAXIWAY SIGNS, PAPI, REIL, ETC.) ENCLOSURES. THESE CABLES SHALL BE ENCLOSED IN RIGID CONDUIT OR IN FLEXIBLE, WATERTIGHT CONDUIT WITH BREAKABLE COUPLING(S) AT THE GRADE OR THE HOUSING COVER, AS SHOWN IN APPLICABLE DETAILS.
4. THE JOINTS OF THE L-823 PRIMARY CONNECTORS SHALL BE WRAPPED WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF THE JOINT, AS SHOWN ON SHEET NO. 21.
5. THE CABLE ENTRANCE INTO THE FIELD-ATTACHED L-823 CONNECTORS SHALL BE ENCLOSED BY A HEAT-SHRINKABLE TUBING WITH CONTINUOUS INTERNAL ADHESIVE, AS SHOWN ON SHEET NO. 21.
6. L-823 TYPE II, TWO-CONDUCTOR SECONDARY CONNECTORS SHALL BE CLASS 'A' (FACTORY MOLDED).
7. THERE SHALL BE NO SPLICES IN THE SECONDARY CABLE(S) WITHIN THE STEMS OF A RUNWAY/TAXIWAY EDGE/THRESHOLD LIGHTING FIXTURE AND THE WIREWAYS LEADING TO TAXIWAY SIGNS AND PAPI/REIL EQUIPMENT.
8. ELECTRICAL INSULATING GREASE SHALL BE APPLIED WITHIN THE L-823, SECONDARY, TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THESE CONNECTORS SHALL NOT BE TAPED.
9. DEB ISOLATION TRANSFORMERS SHALL BE BURIED AT A DEPTH OF TEN (10") INCHES ON A LINE CROSSING THE LIGHT AND PERPENDICULAR TO THE RUNWAY/TAXIWAY CENTERLINE AT A LOCATION TWELVE (12") INCHES FROM THE LIGHT OPPOSITE FROM THE RUNWAY/TAXIWAY.
10. A SLACK OF THREE (3') FEET, MINIMUM, SHALL BE PROVIDED IN THE PRIMARY CABLE AT EACH TRANSFORMER/CONNECTOR TERMINATION. AT STAKE-MOUNTED LIGHTS, THE SLACK SHALL BE LOOSELY COILED IMMEDIATELY BELOW THE ISOLATION TRANSFORMER.
11. DIRECTION OF PRIMARY CABLES SHALL BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK TO PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO RIGHT IS CODED BLUE. THIS APPLIES TO STAKE MOUNTED LIGHTS AND BASE MOUNTED LIGHTS WHERE THE BASE HAS ONLY ONE ENTRANCE.
12. L-867 BASES SHALL BE SIZE B, 24" DEEP, CLASS I, UNLESS OTHERWISE NOTED.
13. BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL BE A 1/4" DIAMETER, MINIMUM, OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE SECONDARY CONNECTOR INTO THE L-867 BASE.
14. THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1-1/2" ABOVE THE EDGE OF THE COVER IN CASE OF BASE MOUNTED COUPLINGS, OR THE TOP OF THE STAKE IN CASE OF STAKE MOUNTED COUPLINGS.

15. WHERE THE BREAKABLE COUPLING IS NOT AN INTEGRAL PART OF THE LIGHT FIXTURE STEM OR MOUNTING LEG, A BEAD OF SILICON SEAL SHALL BE APPLIED COMPLETELY AROUND LIGHT STEM OR WIREWAY AT BREAKABLE COUPLING TO PROVIDE A WATERTIGHT SEAL.
16. TOPS OF THE STAKES SUPPORTING LIGHT FIXTURES SHALL BE FLUSH WITH THE SURROUNDING GRADE.
17. PLASTIC LIGHTING FIXTURE COMPONENTS, SUCH AS LAMP HEADS, STEMS, BREAKABLE COUPLINGS, BASE COVERS, BRACKETS, STAKES, SHALL NOT BE ACCEPTABLE.
18. THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE: ONE (1) INCH. IN CASE OF STAKE MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE STAKE AND THE TOP OF THE LENS. IN CASE OF BASE MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE BASE FLANGE AND THE TOP OF THE LENS, THUS INCLUDING THE BASE COVER, THE FRANGIBLE COUPLING, THE STEM, THE LAMP HOUSING AND THE LENS.
19. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE ONE (1) INCH. THIS ALSO APPLIES AT INTERSECTIONS TO LATERAL SPACING BETWEEN LIGHTS OF A RUNWAY/TAXIWAY AND THE INTERSECTING RUNWAY/TAXIWAY.
20. ENTRANCES INTO L-867 BASES SHALL BE SEALED WITH HEAT SHRINK AS SHOWN IN DETAIL "B" ON SHEET NO. 21.
21. GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY DRILLING, FILING, ETC. DRAIN HOLES IN METAL TRANSFORMER HOUSINGS SHALL BE MADE BEFORE GALVANIZING.
22. EDGE LIGHT NUMBERING TAGS SHALL BE FACING THE PAVEMENT.
23. CABLE/SPLICE/DUCT MARKERS SHALL BE PRECAST CONCRETE OF THE SIZE SHOWN. LETTERS/NUMBERS/ARROWS FOR THE LEGEND TO BE IMPRESSED INTO THE TOPS OF THE MARKERS SHALL BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE THE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE ACCEPTABLE.
24. ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200 FEET MAXIMUM SPACING, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLES.
25. THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN.
26. APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND BREAKAGE COUPLING THREADS.
27. LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS SHALL BE IDENTIFIED BY DUCT MARKERS.
28. WHERE A PARALLEL, CONSTANT VOLTAGE PAPI SYSTEM IS PROVIDED, THE "T" SPLICES SHALL BE OF THE CAST TYPE.
29. CONCRETE USED FOR SLABS, FOOTINGS, BACKFILL AROUND TRANSFORMER HOUSINGS, MARKINGS, ETC. SHALL BE 3000 PSI, AIR-ENTRAINED.
30. ALL POWER AND CONTROL CABLES IN MAN/HAND HOLES SHALL BE TAGGED. USE EMBOSSED COPPER STRIPS TO BE ATTACHED AT BOTH ENDS TO THE CABLE BY THE USE OF PLASTIC STRAPS. MINIMUM OF TWO TAGS SHALL BE PROVIDED ON EACH CABLE IN A MAN/HAND HOLE-ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE EXIT.

GROUNDING NOTES

1. ALL GROUND CONNECTIONS TO GROUND RODS, BUSES, PANELS, ETC. SHALL BE MADE WITH PRESSURE TYPE SOLDERLESS LUGS AND GROUND CLAMPS SOLDERED OR BOLT AND WASHER TYPE CONNECTIONS ARE NOT ACCEPTABLE. CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS. CONNECTIONS TO GROUND RODS SHALL BE EXOTHERMIC WELD WHERE SPECIFIED HEREIN.
2. TOP OF GROUND RODS SHALL BE TEN (10) INCHES BELOW GRADE, UNLESS SPECIFIED OTHERWISE HEREIN, FOR RESPECTIVE APPLICATIONS.
3. THE RESISTANCE TO GROUND OF THE VAULT GROUNDING SYSTEM WITH THE COMMERCIAL POWER LINE NEUTRAL DISCONNECTED SHALL NOT EXCEED 10 OHMS.

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